Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM FY 2015–2020

2015 State Report on Transportation

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT's Office of Diversity and Equity at **410-865-1397.**

For the hearing impaired, Maryland Relay 711.

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six-year capital investment program for transportation, the Final FY 2015-2020 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), Consolidated Transportation Program (CTP), and annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, a 20-year vision for Maryland's transportation system, and released it in January 2014. The MTP is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and State agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. The CTP contains projects and programs across the Department. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

ESTABLISHING PRIORITIES

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

The 2035 MTP provides a framework for transportation investments in Maryland based on the priorities and needs of the State, local jurisdictions and Maryland's citizens. The vision and mission of the MTP is to provide a well-maintained, sustainable and multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

Determined to create a sustainable funding source and make transportation work for all Marylanders, the General Assembly passed the Transportation Infrastructure Investment Act of 2013. This historic initiative has generated revenue that enabled MDOT to add new projects and reintroduce projects to address long-standing transportation issues across the State. The Department is in the fortunate position to move these projects forward to address many of the State's needs and invest public dollars in the most efficient and cost effective way. While the expected revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address *every* need. Consequently, MDOT will use these resources strategically to ensure investments help implement the MTP vision and address the following priorities:

Priority: Supporting Economic Development and Jobs

Transportation infrastructure provides value, and investing in Maryland's transportation system, creates jobs and 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, and supports jobs within the State. 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: Safety & Security

Public safety and security is a top priority for MDOT. The Department works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and State investments, progress is being made on a variety of fronts.

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of the Department. Despite increases in vehicle miles traveled, reported traffic crashes declined in Maryland, dropping to a historic low of 89,638 in 2012. Also preliminary numbers from 2013 show the number of fatalities at 466, the lowest since 1966. The State Highway Administration is continuing its tradition of using data and other techniques to identify, and then systematically address safety concerns that arise from congestion and operational issues.

Recent investments to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects will widen a portion of Concourse C to increase the width of the main egress corridor, provide for a post-security connection between concourses A, B and C, as well as between concourses D and E (the International Terminal). BWI Marshall Airport also recently completed a $48 million replacement of its emergency response systems and security network including enhancements to its video monitoring capability and access control system.

MDTA is investing $12 million to upgrade security and surveillance at its five major bridge facilities including enhancements to its video monitoring capability on the Bay Bridge, Key Bridge, Hatem Bridge, Nice Bridge, and Tydings Bridge.

MDOT has been a primary source of funding for the State's 700 MHz radio system to connect Maryland's first responders on one secure radio network. The first and second phases of the implementation have been completed, which covers central Maryland and the entire eastern shore and key infrastructure operated by the MDTA. With the implementation of Phase II, 55% of the population is covered and 70% of the critical infrastructure is covered, which means emergency responders can communicate more efficiently and securely during emergency situations.

The security of customers and highly visible transit infrastructure is the focus of a $102 million anti-terrorism and emergency preparedness program being implemented by the MTA. 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 2014. Enhancements include improved video monitoring of transit stations and vehicles, communication improvements and public education efforts to involve MTA's hundreds of thousands of daily customers in the security effort based on the premise that, "If you see something, say something."

MDOT has supported the Statewide Computer Aided Dispatch, Record Management System (CAD/RMS) and Automated Field Reporting (AFR) systems. This project allows interoperability (use of the same software) and also facilitates timely information sharing with all of the participating State-level law enforcement agencies. Efficiencies are gained in crime analysis, trend analysis, report generation and general law enforcement activities. Through its financial support of WMATA, MDOT also supports security enhancements to the Washington region's bus and Metro subway system with new police officers, a new District II Substation and training facility, and a new Security Operations Control Center.

The Port of Baltimore is one of the safest ports in the nation and is working to stay that way with a $44 million Terminal Security Program. With the assistance of our federal partners, the latest state-of-the-art technology is being integrated into a comprehensive port security network that includes enhancements to video monitoring, access controls and other security infrastructure. This comprehensive approach to port security has earned the Port of Baltimore an "Excellent" evaluation rating from the United States Coast Guard for six years in a row. The Port was also named as the top port security program in the United States by Government Security News magazine in 2014.

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

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits. MDOT also participates in freight efforts regionally with groups such as the I-95 Corridor Coalition. Please refer to the CTP Freight Summary Section on page FR - 1 of the CTP. In addition, a full list of freight related projects is on MDOT's website at www.mdot.maryland.gov, click on Freight.

Photo by Tony Moore

Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school, or other activities each day. Public transit investment can help working families save more money by providing less expensive transportation options while also addressing environmental and growth-related issues. When people choose public transportation, it translates into fewer cars on the road, less air pollution, 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.

Major initiatives at the MTA are the Transit Modernization Program (TMP) update, and the Bus Network Improvement Program (BNIP).

Following nearly a decade since the last thorough review of Local Bus, Light Rail, Metro Subway, MARC Train, and Commuter Bus in Central Maryland, the MTA conducted a comprehensive review of the region's transit network. The TMP assesses the needs and financial resources of the system as well as guides recommendations and implementation strategies.

The MTA study is designed to ensure that job centers are adequately served by public transit; families of all socioeconomic backgrounds have access to important resources like hospitals and educational centers; and that future transit service aligns with housing and job growth. The TMP will guide the strategic efforts that the MTA is taking to deliver quality services to the public. While the TMP has a variety of capital projects planned, the first major initiative is looking at how to improve the operation of our largest passenger carrying mode, Bus, through the BNIP. BNIP looks at how MTA can make the bus network provide better connections between key destinations and the fixed rail system. The ultimate goal is to deliver a system in which every mode of the system operates as an integral part of a comprehensive and connected network, while increasing ridership.

BNIP is designed to involve the public in extensive engagement and input by reviewing local bus service and providing recommendations for local bus, quick bus, and express bus. The study also will include recommendations on local bus connectivity to light rail, Metro and MARC. BNIP is proposed to be completed within a five-year implementation timeframe. BNIP will make recommendations for physical improvements – layover locations, transfer centers and bus prioritization. The study will provide implementation plans and costs. The goals of BNIP are as follows:

- Improve service quality
  - Reduce overcrowding
  - Improve on-time performance
  - Improve system-wide travel speed
  - Decrease passenger trip times
- Maximize transit access and connectivity
  - Increase percentage of population within walking distance of transit
  - Increase the number of jobs accessible by transit
  - Align network with travel patterns and land use
- Increase network efficiency and effectiveness
  - Improve connections between buses and between modes
  - Increase passengers per hour
  - Reduce cost per passenger

The first recommendations were implemented during fall 2014.

Priority: Public Private Partnership (P3)

Over the past several years, Maryland has been working to enhance the State's capacity and framework to implement innovative financing and project delivery mechanisms for vital infrastructure projects. A key tool for innovative project delivery is the Public-Private Partnership (P3), which leverages the expertise and efficiencies of the private sector for the delivery of large infrastructure projects. Existing transportation P3s include the Seagirt Marine Terminal and the I-95 Travel Plazas.

Maryland HB 560 (Chapter 5, Acts of 2013), established State P3 policy and expressly authorized specified state agencies, including MDOT and MDTA, to enter into P3s. The legislation created a clear, streamlined, and transparent P3 process and associated reporting requirements for state oversight. MDOT's P3 regulations (COMAR 11.01.17) also became effective in 2013.

Under the new P3 framework, MDOT is currently conducting a P3 delivery method process for the Purple Line. MDOT is also considering a range of P3 delivery options for the Baltimore Red Line.

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 access to existing radial Metrorail lines, increasing transit capacity in congested corridors, supporting economic development consistent with regional long range transportation plans and local master plans, and reducing overall environmental impacts.

MDOT/MTA is currently in the solicitation process for the Purple Line P3; a preferred proposer is scheduled to be selected in spring 2015. This delivery method will involve a long-term, performance-based agreement between MDOT/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 MDOT/MTA remains ultimately accountable for the Purple Line and its public function, including fare policy and environmental commitments. MDOT/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 the design, constructing, operating, and maintaining the asset, and financing a portion of construction. In return, MDOT/MTA 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.

In the P3, MDOT/MTA will be responsible for completing federal environmental documentation, acquiring rights-of-way, and providing quality control and oversight. These elements are included in the capital cost as MDOT/MTA-retained costs. MDOT/MTA also will fund a portion of construction in the form of construction progress payments.

The cost estimate for the design/build phase of the Purple Line is $2.4 billion (Year of Expenditure). 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 37 percent of the total Purple Line cost. In 2014, FTA recommended the Purple Line for a $900 million New Starts Full Funding Grant Agreement.

In recognition of both regional and local benefits of the project, MDOT is receiving regional contributions. Regional contributions may be county funds or in-kind contributions such as rights-of-way, utility relocations, construction of supporting facilities or environmental mitigation that serves the purpose of reducing the project cost. For the Purple Line, regional contributions are to total $240 million. Investments by the private entity are also assumed to finance the balance of the project cost. This amount will be determined through the solicitation process.

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. The new east west line 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.

MDOT/MTA is currently assessing opportunities for a range of delivery approaches for the Red Line. MTA is advancing the downtown tunnel and a track bed needed for vehicle testing with a design-bid-build delivery approach, and is considering a range of P3 options for other project elements, including design-build-finance (DBF), design-build-finance-maintain (DBFM), and design-build-finance-operate-maintain (DBFOM) delivery methods. The design-bid-build elements would be completed first and handed over to the P3 concessionaire in an unfinished form. Similar to the Purple Line, a P3 on the Red Line will be a performance-based agreement between MDOT/MTA and a private entity where appropriate risks and benefits will be allocated in a cost-effective manner between the contractual partners.

The cost estimate for the design/build phase of the Red Line is $2.9 billion (Year of Expenditure). In addition to Transportation Trust Funds, the Red 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 31 percent of the total Red Line cost. In 2014, FTA recommended the Red Line for a $900 million New Starts Full Funding Grant Agreement.

In recognition of both regional and local benefits of the project, MDOT is receiving regional contributions. Regional contributions may be local 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 to total $290 million.

Investments by the private entity are assumed to finance the balance of the project cost. This amount will be determined through the solicitation process.

Priority: System Preservation

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

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. Over the last eight years, SHA has repaired or rehabilitated 152 State-owned bridges that had been classified as structurally deficient. By April 2014, SHA had reduced the total number of State-owned structurally deficient bridges to 81 out of 2,570 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 MDTA is now down to only one deficient bridge on their system.

On the transit side, the MTA is currently purchasing 54 new MARC bi-level coaches which are now going into service, overhauling 63 MARC III coaches, performing a mid-life overhaul on the entire Light Rail fleet, and repairing and replacing the Metro Signal System and rail cars 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: Transit-Oriented Development (TOD)

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 helping to increase 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. MDOT has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and promote transit-supportive land-use policies.

MDOT has officially named 16 transit stations as designated TODs. These station areas are the focus of coordinated efforts to plan for and implement appropriate transit-supportive development. They also will benefit from legislation that makes it easier for both State and local agencies to coordinate and advance their respective TOD agendas. Under the 2010 Sustainable Communities Act, these designated TODs are considered "Sustainable Communities" and are thereby eligible for enhanced support from State programs and potential local Tax Increment Finance (TIF) initiatives.

Priority: Bicycle & Pedestrian Travel

MDOT works to provide safe infrastructure so that people can choose to walk or bike to meet their daily needs. Maryland was recently ranked among the Nation's Top 10 Bicycle Friendly States by the League of American Bicyclists. Working with local partners to support walking and bicycling is an essential element of Cycle Maryland initiatives, and was a key concern driving SHA's 2012 adoption of a Complete Streets Policy. Promoting biking and walking as transportation modes holds many benefits for Maryland residents, including the potential to reduce congestion and emissions associated with auto-travel, while promoting activity for a healthier Maryland. Several recent studies have also highlighted strong rates of economic return that bicycle and pedestrian projects can have, supporting job-creation, tourist activity and cost-savings for household transportation budgets.

In 2014, MDOT updated the statewide Bicycle and Pedestrian Master Plan, which was released alongside the updated Maryland Transportation Plan. The new Plan establishes goals, strategies and initiatives to guide investments and to enhance bicycle and pedestrian travel throughout Maryland.

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This Final CTP includes nearly $190 million for bicycle and pedestrian projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan. Maryland has also devoted almost $2.5 million in grants to local governments to promote the development of bicycle sharing infrastructure. The first Bikeshare stations in Maryland opened last fall in Montgomery County.

Priority: Environment

MDOT recognizes that transportation infrastructure can have a strong influence on the natural environment. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to use innovative and forward-looking strategies to ensure our transportation system protects our natural, cultural and community resources.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. This six-year budget includes more than $750 million in projects to improve air and water quality, which includes projects that support the Environmental Protection Agency's Total Maximum Daily Loads (TMDLs) to lower nutrients and sediment from entering the Chesapeake Bay and its tributaries. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting the mandated water quality targets.

MDOT is working to reduce air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to improve the public transportation network and provide alternatives to traveling by single occupant vehicles. MDOT chairs the Maryland Electric Vehicle Infrastructure Council, created by legislation in 2011, which 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 has installed electric vehicle recharging stations for public use at several locations including MDOT headquarters, BWI Marshall Airport, and at park and ride lots throughout the State. Through a partnership with the Maryland Energy Administration, additional charging infrastructure will be installed at transit stations in the Baltimore-Washington Metropolitan Area. MDOT is also working with other states' transportation and environmental agencies across the Northeast in support of the Zero Emission Vehicle Action Plan. Meanwhile, the State continues to transition its bus fleet to cleaner technology and expand the acquisition of hybrid, plug-in electric and flex-fuel fleet vehicles. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year.

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

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

Process for CTP Development

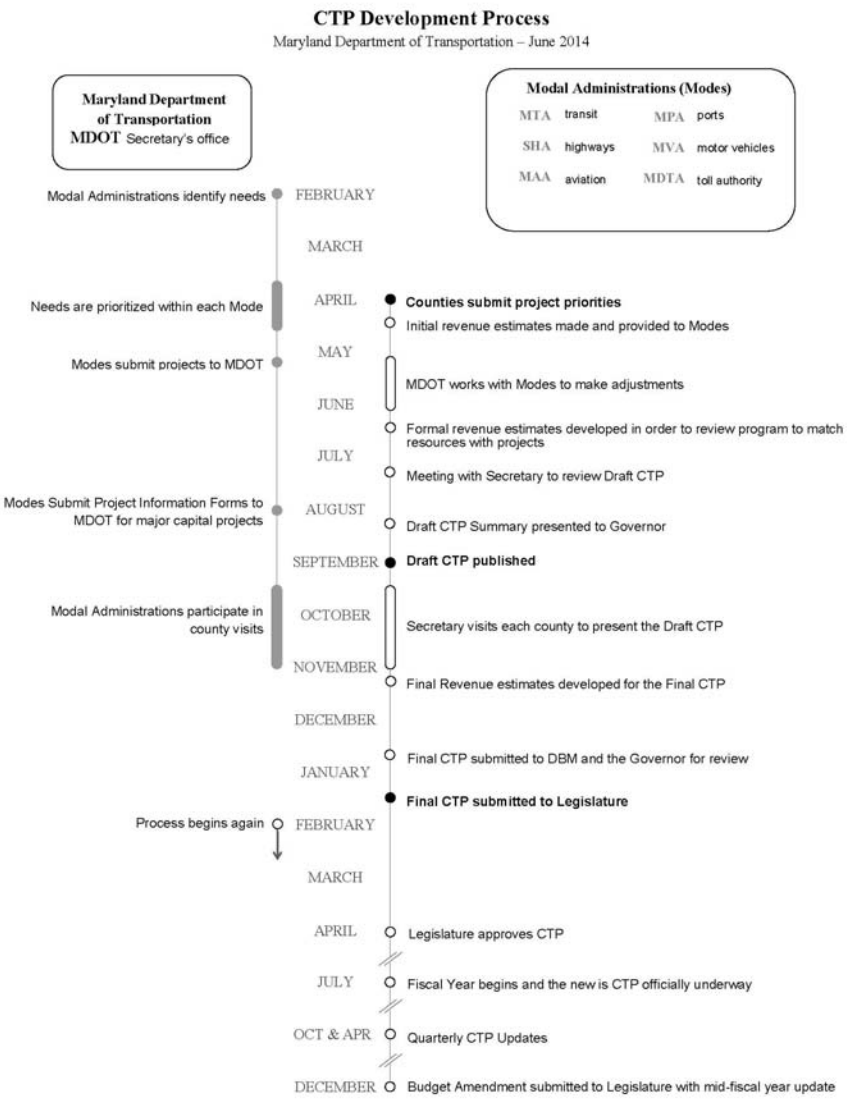
The CTP takes nearly a full year to create and includes extensive public outreach. The criteria used to prioritize program and project investment and its milestones are outlined generally below.

These criteria include:

- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Compliance (PTC) requirement by 2015, Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's program priorities and MTP goals,(safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports State plans and objectives, such as priority revitalization area (e.g. TOD or a designated Sustainable Community);
- Supports existing project commitments and uphold intergovernmental agreements; and
- Supports alternative modes of transportation (transit, bike and pedestrian);

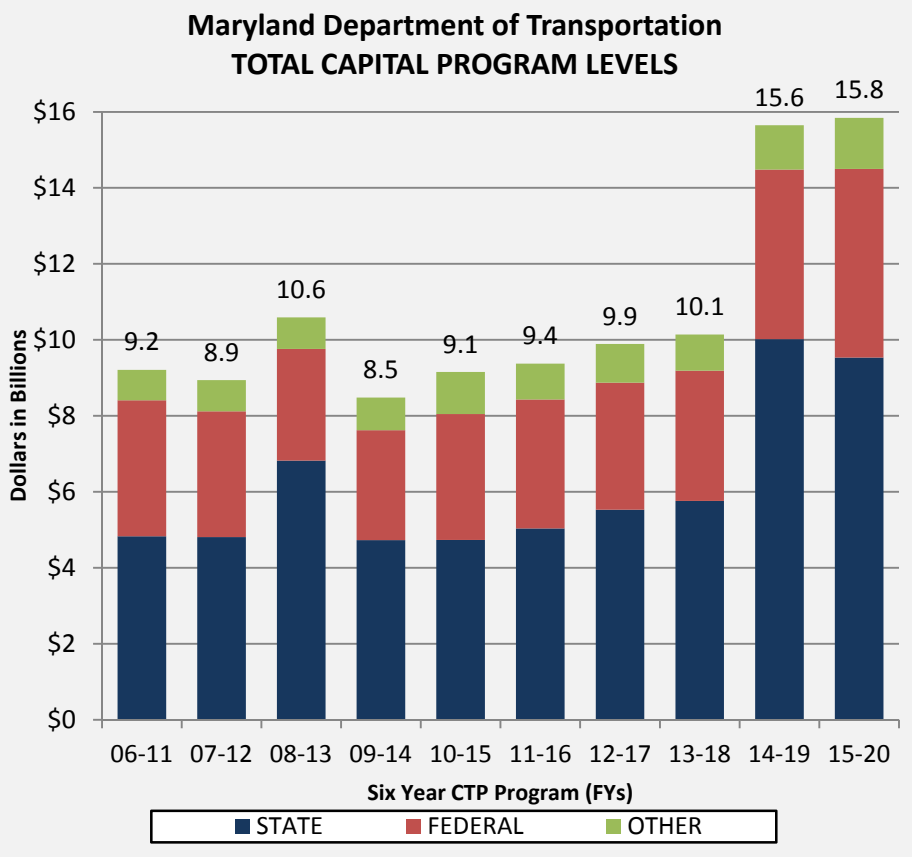
Also,

- Request is the single top priority within a local priority letter;
- Consistent with local plans; and
- Included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for State and local economic growth, fluctuations in State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which when fully implemented, will provide more than $4 billion in new transportation funding from FY 2014 through FY 2019. This new revenue has enabled MDOT to address important capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and BWI Marshall Airport.



State Revenue Projections

As Maryland's economy continues to recover from the national economic downturn, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21st century. Total projected revenues amount to $28.5 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. As of January 1, 2015, the motor fuel taxes were 30.3 cents per gallon gasoline and the 31.05 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The

Consumer Price Index (CPI) effect is estimated to average 2.2 cents per gallon over the program period. The sales and use tax equivalent piece will be phased in. The rate for fiscal year 2015 is 6 cents per gallon. When fully implemented July of 2015, the sales and use tax is estimated to average 9.6 cents per gallon.

- Motor Vehicle Titling Tax: This source is projected to yield $4.7 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent national down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate $3.6 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.

- Corporate Income Tax: The transportation share of corporate income tax revenues is estimated to be $917 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share will be 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.

- This plan assumes passage of the federal Marketplace Fairness Act, which enables states to require internet sellers to collect sales taxes. MDOT is slated to receive 4 percent 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 $847 million. If federal legislation does not pass, the Transportation Act provides for additional increases to the sales and use tax equivalent rate applied to motor fuel. When fully phased in, this contingent revenue stream is estimated to be approximately equal to the 4 percent sales tax distribution.

- Federal Aid: This source is projected to contribute $5.5 billion for operating and capital programs. This amount does not include $643 million received directly by the WMATA. The majority of federal aid is capital; only $569 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues: These revenues are projected to provide a six-year total of $2.7 billion, with $1.1 billion from MTA, $300 million from MPA, and $1.3 billion from MAA. MTA revenues primarily include rail and bus fares, which will be indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that $3.6 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 $743 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized federal funding for highway, transit and other multimodal projects through September 30, 2014. MAP-21 included policy changes, consolidated program funding categories, and provided funding certainty through September 2014. Congress extended MAP-21 until May 31, 2015 at existing funding levels.

Since federal fiscal year (FFY) 2008, Congress has transferred approximately $65 billion in general funds to the Federal Highway Trust Fund (FHTF) to address the continuing imbalance in the FHTF between revenues and spending. MAP-21 did not address the long-term solvency of the FHTF, which continues to constrain MDOT's ability to plan for future State investment. Under MAP-21, and appropriated through the FFY 2015 Consolidated Appropriations Act, MDOT is expected to receive approximately $580 million in highway formula funding and $200 million in transit formula funding. According to the Congressional Budget Office, if Congress does not provide a long term solution to the current gap between FHTF revenues and planned outlays, the threat of drastic reductions in the amount of federal highway and transit aid provided to states will continue in FFY 2015 and beyond.

Federal aid, representing 20 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2015 - FY 2020 Final Consolidated Transportation Program (CTP). Given the fiscal concerns regarding the soundness of the FHTF, MDOT will continue to assess this risk and work with the Maryland Congressional Delegation to address the potential impact on Maryland transportation projects. The continued support of the federal highway trust fund is critical to our ability to enhance, improve and rebuild our infrastructure to compete in a modern economy.

Highways and Transit

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

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

MDOT expects to receive approximately $580 million in highway formula funding and $200 million in transit formula funding in FFY 2015, the same funding levels provided in FFY 2014. Both the Red Line and the Purple Line have received strong ratings from the Federal Transit Administration and are moving through the process to be eligible for New Starts funding. The FFY 2015 Consolidated Appropriations Act supports the Obama Administration's request for $900 million each for Maryland's Red Line and Purple Line, with $100 million each in FFY 2015 if the Full Funding Grant agreements are signed in FFY 2015.

With the support of Senators Mikulski and Cardin and Maryland's US House Delegation, MDOT also benefited from a $10 million U.S. Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant in FFY 2014. This grant will be used to widen Route 175 between Disney and Reece roads. This project, which is part of a greater corridor improvement project along MD 175, would address current and future congestion along MD 175 between the two intersections and improve access to Ft. Meade for both motorized and non-motorized travel. Baltimore City also benefited from a $1.1 million TIGER grant to create the Hanover Street Bridge Multimodal Corridor plan.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2014 was 94.7 percent. Given fiscal concerns with the soundness of the FHTF, this CTP assumes an OA level of 94.0 percent for FFY 2015, 87.5 percent for FFY 2016 and 80.0 percent for FFYs 2017 through 2020. If Congress does not act by the end of May 2015 to fully fund the FHTF, these amounts will need to be reduced, possibly dramatically.

Washington Metropolitan Area Transit Authority — WMATA

WMATA receives a significant amount of MAP-21 federal formula funds for bus and rail preservation activities. In FFY 2015, WMATA expects to receive approximately $337 million, the same funding level provided in FFY 2014. Additionally, FFY 2015 funding of $150 million is provided through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that authorizes federal funding of up to $1.5 billion over ten years. The combined federal funding of nearly $500 million is a critical complement to WMATA's largest single source of funding – the $1.2 billion in combined operating and capital subsidies provided by the region's State and local jurisdictions each year. The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, District of Columbia and Commonwealth of Virginia. The jurisdictions demonstrate their commitment by providing more than forty percent of the funding for WMATA's $2.8 billion annual budget.

MDOT supports improving the state of good repair and safety of the nation's transit system. To this end, this CTP includes a total of $300 million ($50 million each year in FFY 2015 through 2020) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds from FFY 2010 through FFY 2014. Additionally, Maryland led the effort towards a regional commitment of $75 million to Metro's 2025 initiative.

Due to sequestration, the federal FFY 2013 funds were subject to a five percent reduction, amounting to $7.8 million. WMATA continued to receive the full State and local portion in FFY 2013.

The impact of the Federal Transit Administration's (FTA) 2014 audit of WMATA's financial management and procurement practices and the resulting drawdown restrictions on WMATA's federal aid have impacted the agency's ability to deliver on its capital projects. The FFY 2015 Consolidated Appropriations Act requires future funding for WMATA to be tied to their ability to successfully address the audit findings. MDOT will work with WMATA and regional partners to deliver on the region's current commitments while ensuring that WMATA implements adequate controls and properly manages the public funds it relies upon.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAA estimates annual AIP entitlement funding will range from $3.5 million to $4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). Future year entitlement and discretionary AIP funding of $15 million or more is expected in FFY 2015 and FFY 2016. The MAA received $30 million of federal discretionary funds in FFY 2014, and $21 million in FFY 2013.

Port of Baltimore

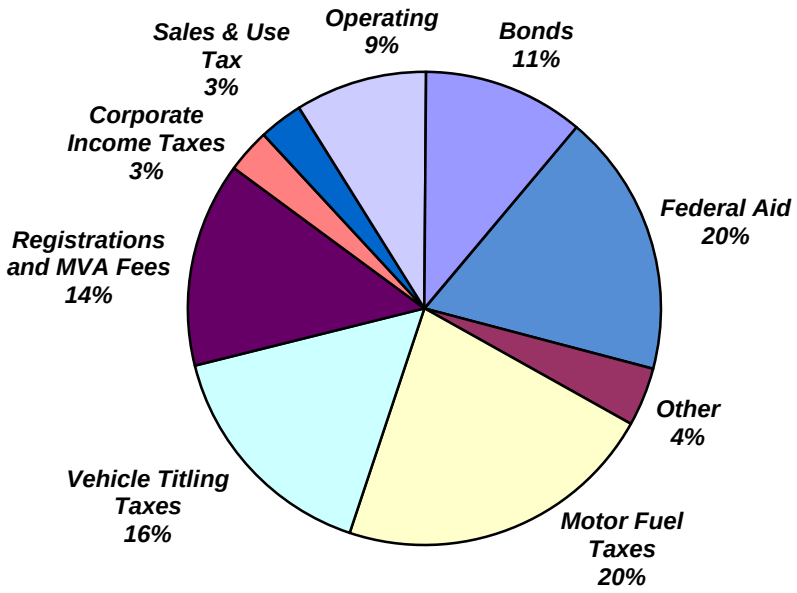
The Water Resources Reform and Development Act (WRRDA) reauthorization bill, enacted by Congress in May 2014, authorizes U.S. Army Corps of Engineers (COE) projects. This bill includes the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore. This legislation is necessary to support high priority projects such as maintaining deepened navigation channels and harbor maintenance, as well as key dredge placement projects such as Poplar Island and Mid-Chesapeake Bay Island. MDOT continues to work with the Maryland Congressional Delegation to ensure this critical funding is available to maintain access to the thriving Port of Baltimore.

The Port also benefited from a $10 million TIGER grant in FFY 2013. This grant will increase the Port's cargo handling capacity and provide rail access at its Fairfield Marine Terminal. The $29 million project will use dredged material from the Port's main access channel to fill an aging basin and create a 7.6-acre cargo staging area in a prime location near the vessel berth. Rail access will also be added at Fairfield to improve the Port's handling of autos and roll on / roll off equipment.

WHERE THE MONEY COMES FROM…

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress last enacted federal surface transportation authorizing legislation in July 2012, which provides investment in transportation infrastructure through FFY 2014. Most recently, in July 2014, Congress enacted an 8 month extension until May 31st of 2015.

Where The Money Comes From

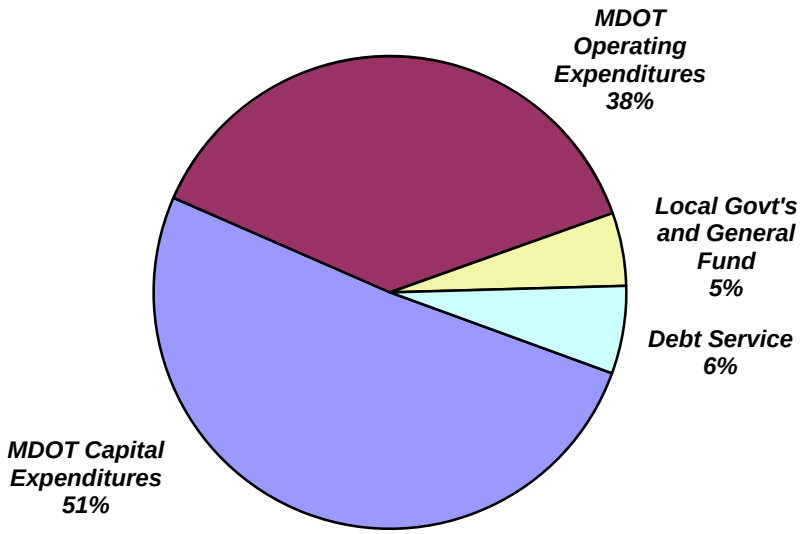


Total projected Trust Fund revenues amount to $28.5 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue 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 2015 - 2020 CTP totals about $15.8 billion, $14.5 billion of which comes through the Trust Fund and $1.3 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



Capital Expenditures

FY 2015 – 2020 FINAL CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	197.9	81.8	1.0	280.7	1.8
MVA	122.3	2.8	0.0	125.2	0.8
MAA**	328.0	76.5	246.6	651.1	4.1
MPA	959.5	11.8	0.0	971.3	6.1
MTA	2,543.6	2,048.3	455.2	5,047.2	31.9
WMATA	936.4	0.0	642.7	1,579.1	10.0
SHA	4,445.6	2,743.2	0.0	7,188.9	45.4
TOTAL	9,533.3	4,964.5	1,345.5	15,843.3	100.0

Note: Figures may not add perfectly due to rounding.
* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

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

TSO – Transportation Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

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

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

The performance measures were developed in a collaborative effort between the Secretary's Office, Modal Administrations, Maryland Transportation Authority, and AR-Advisory Committee. These performance measures were last updated January 2014. The AR documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

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

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

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

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

HOW TO READ THIS DOCUMENT

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

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

Funding Phases

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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2014-2019 CTP

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

In total, $541.8 million worth of projects have been added to the CTP. Of that amount fifteen projects at a cost of $494.7 million were added to the Construction Program. Ten projects at a cost of $47.1 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of $103.4 million. Two projects were moved from the Construction Program to the D&E Program at a cost of $9.1 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
International Checked Baggage Inspection System at BWI Marshall Airport	16.0
Maryland Port Administration	
Pearce Creek Waterline Project	14.2
Maryland Transit Administration	
Union Payroll System Procurement	12.0
Purple Line: Montgomery County Funded Projects	160.5
State Highway Administration	
MD 175, Annapolis Road; Disney Road to Reece Road (Anne Arundel)	46.7
MD 295, Baltimore Washington Parkway; Riverview/Baltimore Highlands Community (Noise Abatement) (Baltimore)	14.9
MD 25, Falls Road; Bridge to Georges Run (Baltimore)	3.2
MD 75, Green Valley Road; Replace Bridge over Haines Branch (Frederick)	2.3
Keyser's Ridge Maintenance Facility; Keyser's Ridge Maintenance Facility (Garrett)	12.6

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
MD 337, Allentown Road; at MD 218 and I-495 NB off Ramp (Prince George's)	7.3
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge	10.1
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans	63.6
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats	66.4
US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge	47.2
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications	17.7
Total	**494.7**

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration		
International Concourse Extension at BWI Marshall Airport	Engineering	13.3
Maryland Transit Administration		
MARC Northeast Maintenance Facility	Engineering, Right-of-way	7.2
State Highway Administration		
US15, Frederick Freeway, and US 40, Frederick Freeway; I-70 to MD 26 (Liberty Road) (Frederick)	Engineering	5.0
US 29, Columbia Pike; Columbia to Burtonsville BRT Study (Howard)	Planning	2.0
US 29, Colesville Road; Colesville Road/Columbia Pike BRT Study (Montgomery)	Planning	3.0
MD 355, Frederick Road; Bethesda to Clarksburg BRT Study (Montgomery)	Planning	6.5
I-270, Eisenhower Highway, and I-495, Capital Beltway; BRT Study on I-270 and I-495 (Montgomery)	Planning	6.0
US 50, John Hanson Highway; I-495 to DC Line. (Prince George's)	Planning	0.5
MD 5, Branch Avenue; at Linda Lane (Prince George's)	Engineering	3.1
I-70, Eisenhower Memorial Highway; at MD 65 (Washington)	Planning	0.5
	Total	**47.1**

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

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
State Highway Administration	
MD 5, Branch Avenue; Interchange at MD 373 and Brandywine Road Relocated (Prince George's)	58.2
US 113, Worcester Highway; Massey Branch to Five Mile Rd. (Phase 3). (Worcester)	45.2
Total	**103.4**

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

PROJECT DESCRIPTION	JUSTIFICATION	TOTAL COST ($ MILLIONS)
State Highway Administration		
BRAC Intersections near Fort Meade; BRAC Intersections Improvements near Fort Meade. (State Wide)	Remaining construction funds moved to construction projects on MD 175 in Anne Arundel County.	7.7
Maryland Transportation Authority		
US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling (AET) and Rehabilitate Approach Roadways	Construction funding removed to allow AET follow-up study required by HB389 passed during the 2014 legislative session.	1.4
	Total	**9.1**

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
The Secretary's Office		
Baltimore Rail Intermodal Facility	CO	Project removed by MDOT
Maryland Aviation Administration		
Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall	PE, CO	Phases removed from program scope.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2014-2019 CTP, for the following three major projects:

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Aviation Administration		
Homeowner Assistance Program	Federal funding usage requires noise map update.	FY 2014 to FY 2015
Exit Lane Technology at BWI Marshall Airport	Driven by changes to TSA regulations.	FY 2014 to FY 2015
State Highway Administration		
MD 185, Connecticut Avenue;at Jones Bridge (Phase 3) (Montgomery)	Due to property impacts and utilities relocation.	FY 2015 to FY 2018

COST & SCOPE CHANGES

In total, one-hundred and sixty-six major construction projects experienced significant changes in project cost or scope, for a net increase of $434.0 million. One-hundred projects increased in cost by a total of $1.07 billion, while fifty-five projects experienced decreases totaling $709.1 million. The scope of five projects changed, which caused a net increase totalling $81.1 million, while one project experienced a reduction in scope totalling $8.7 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 2014 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed nineteen major projects in FY 2014, at a total cost of $1.01 billion. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall	19.8
Noise Zone Land Acquisition Program	33.9
Maryland Transit Administration	
MARC Halethorpe Station Improvements	36.6
Washington Metropolitan Area Transit	
Metro Debt Service	638.7

FY 2014 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
MD 175, Annapolis Road; BRAC Intersection Improvements at Rockenbach/Disney Roads (Anne Arundel)	14.6
I-695, Baltimore Beltway; Replace Bridge on MD 144 over I-695 (Baltimore)	17.3
I-83, Harrisburg Expressway; Replace Bridge on Middletown Road over I-83 (Baltimore)	7.5
US 40, Baltimore National Pike; Replace Bridge over Patapsco River (Baltimore, Howard)	20.8
I-695, Baltimore Beltway; Replace Bridge over MD 372 (Wilkens Ave.) (Baltimore)	17.0
MD 287, Sandtown Road; Replace Bridge over the Choptank River (Caroline)	6.7
I-70, Baltimore National Pike; Phase 2D (Frederick)	46.8
MD 140, Taneytown Pike; Replace Bridge over Monocacy River (Frederick)	5.6
US 40, Pulaski Highway; Interchange at MD 715 (Harford)	32.7
US 40, Pulaski Highway; BRAC Intersection Improvements at MD 7/MD 159 (Harford)	4.1
MD 32, Patuxent Freeway; Interchange at Linden Church Road. (Howard)	16.7
MD 185, Connecticut Avenue; BRAC Intersection Improvements at Jones Bridge Road/ Kennsington Parkway. (Montgomery)	5.0
I-95/Virginia Manor Road (Konterra Drive) Interchange; Interchange at Contee Road (Prince George's)	64.4
I-70, Eisenhower Memorial Highway; Replace Bridge over Conococheague Creek (Washington)	18.7
MD 68, Lappans Road; Replace Bridge over James Run (Washington)	1.8
Total	**1,008.7**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Rehabilitation and resurfacing of thirty-seven (37) segments of highway	100.1
Rehabilitation or replacement of fourteen (14) bridges	25.4
Safety and Geometric Improvements at eleven (11) locations	20.7
Fifty-eight (58) projects inclusing highway safety, facilities and equipment, environmental preservation, enhancements, crash prevention, guardrail end treatments, ADA, drainage, commuter action improvements, minor reconstruction, traffic management, intelligent transportation systems and intersection capacity improvements	68.6
Eighty Seven (87) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	143.9
Total	**358.7**

AWARDS

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
TSO	Construction of a 4-mile section of the Anacostia River Walk (Kenilworth Gardens)	3.8
MVA	HVAC & Site Improvements (Salisbury Branch)	2.6
MAA	Replace Electrical Substations NT-CT and NT-D	6.6
MAA	Runway Safety Area and Standards at Runway 15R-33L	5.5
MAA	Interior/Exterior Modifications to Buildings and Other Facilities at BWI and Martin	30.0
MPA	Reconstruction of Berths 1-6 at Dundalk; Phase II (Berth 4) and Phase III (Berth 3)	21.5
MPA	Substructure Repairs (All Public Terminals)	4.6
MPA	Comprehensive Paving Repairs (All Public Terminals)	4.0
MTA	Construct New Kirk Bus Division Maint. Facility & Demolish Reese Press Bldg.	41.2
MTA	Construct Bus Main Shop	27.5
MTA	Construct New Park and Ride Lot at Waldorf	4.9
MTA	System-Wide Roofing Services	10.0
SHA	US 15 Interchange at Monocacy Blvd.	70.8
SHA	MD 97 at Randolph Road	73.8
SHA	US 301 at MD 304	42.9
SHA	I-695 from MD 41 to MD 147	32.4
	Total	382.1

DEPARTMENT OF TRANSPORTATION
FY 2016 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	87.1
Major Projects	253.0	WMATA Capital Costs	J01A0105	132.1
System Preservation Minor Projects	34.8	Major IT Development	J01A0108	0.3
Development and Evaluation Program	36.4	Other Funds	Other	106.8
Capital Salaries, Wages and Other Support Costs	2.1			
TSO TOTAL	326.3			326.3

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	25.1
Major Projects	3.0	Major IT Development	J04E0008	2.1
System Preservation Minor Projects	21.0			
Development and Evaluation Program	2.1			
Capital Salaries, Wages and Other Support Costs	1.2			
MVA TOTAL	27.3			27.2

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	108.3
Major Projects	161.3	Major IT Projects	J06I0008	4.9
System Preservation Minor Projects	39.5	Other Funds	Other	101.8
Development and Evaluation Program	8.1			
Capital Salaries, Wages and Other Support Costs	6.1			
MAA TOTAL	215.0			215.0

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	159.5
Major Projects	105.5	Major IT Development	J03D0008	0
System Preservation Minor Projects	36.0			
Development and Evaluation Program	12.3			
Capital Salaries, Wages and Other Support Costs	5.6			
MPA TOTAL	159.4			159.5

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	720.5
Major Projects	704.6	Major IT Development	J05H0108	21.0
System Preservation Minor Projects	47.1	Other Funds	Other	31.6
Development and Evaluation Program	8.4			
Capital Salaries, Wages and Other Support Costs	13.0			
MTA TOTAL	773.1			773.1

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	1,316.4
Major Projects	288.3	County and Municipality Capital Program	J02B0103	70.8
System Preservation Minor Projects	876.6	Major IT Development	J02B0108	9.0
Development and Evaluation Program	231.4			
SHA TOTAL	1,396.3			1,396.2

DEPARTMENT TOTAL

Construction Program		
Major Projects	1,515.7	
System Preservation Minor Projects	1,055.0	
Development and Evaluation Program	298.7	
Capital Salaries, Wages and Other Support Costs	28.0	
GRAND TOTAL	2,897.4	2,897.3

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2016 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
The Secretary's Office (J01A01)						
The Secretary's Office	28.6	-	0.7	-	-	29.3
Operating Grants-in-Aid	13.0	-	-	-	-	13.0
Facilities and Capital Equipment	-	87.1	-	-	-	87.1
WMAT Operating Grants	320.4	-	-	-	-	320.4
WMATA Capital Costs	-	132.1	106.1	-	-	238.2
Information Technology Services	42.1	0.3	-	-	-	42.4
Subtotal	404.1	219.5	106.8	-	-	730.4
Debt Service Requirements (J01A04)						
Debt Service Requirements	-	-	-	-	282.7	282.7
State Highway Administration (J02B01)						
State System Construction and Equipment	-	1,316.4	-	-	-	1,316.4
State System Maintenance	253.5	-	-	-	-	253.5
County & Municipality Capital Program	-	4.9	-	65.9	-	70.8
Highway Safety Operating Program	10.5	-	-	-	-	10.5
County and Municipality Program	-	-	-	169.3	-	169.3
Major IT Development	-	9.0	-	-	-	9.0
Subtotal	264.0	1,330.3	-	235.2	-	1,829.5

Maryland Port Administration (J03D00)						
Port Operations	51.3	-	-	-	-	51.3
Port Facilities and Capital Equipment	-	159.5	-	-	-	159.5
Subtotal	51.3	159.5	-	-	-	210.8
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	192.4	-	-	-	-	192.4
Facilities and Capital Equipment	-	25.1	-	-	-	25.1
Motor Vehicle Highway Safety Program	14.9	-	-	-	-	14.9
Major IT Development	-	2.1	-	-	-	2.1
Subtotal	207.3	27.2	-	-	-	234.5
Maryland Transit Administration (J05H00)						
Transit Administration	56.1	-	-	-	-	56.1
Bus Operations	343.1	-	-	-	-	343.1
Rail Operations (Includes MARC)	233.1	-	-	-	-	233.1
Capital Equipment (Includes MARC)	-	720.5	31.6	-	-	752.1
Statewide Programs Operations	121.4	-	-	-	-	121.4
Major IT Development	-	21.0	-	-	-	21.0
Subtotal	753.7	741.5	31.6	-	-	1,526.8
Maryland Aviation Administration (J06I00)						
Airport Operations	187.6	-	-	-	-	187.6
Facilities and Capital Equipment	-	108.3	101.8	-	-	210.1
Major IT Development	-	4.9	-	-	-	4.9
Subtotal	187.6	113.2	101.8	-	-	402.6
DEPARTMENT TOTAL	1,868.0	2,591.2	240.2	235.2	282.7	5,217.3

DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2015	BUDGET YEAR 2016	Planning Years 2017	2018	2019	2020	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office [AD]	82.9	88.1	61.3	16.8	16.6	15.0	280.7
Motor Vehicle Administration	33.4	27.2	17.8	15.3	15.5	16.0	125.2
Maryland Aviation Administration [D]	219.1	215.0	110.6	36.6	35.6	34.2	651.1
Maryland Port Administration	97.3	159.5	277.2	146.0	176.8	114.5	971.3
Maryland Transit Administration [D]	581.1	773.1	1,129.5	1,034.9	801.6	726.9	5,047.2
Washington Metropolitan Area Transit [ACD]	281.5	238.2	246.2	262.0	271.5	279.6	1,579.1
State Highway Administration [B]	1,229.7	1,396.2	1,316.6	1,164.2	1,121.0	961.2	7,188.9
TOTAL CAPITAL	2,524.9	2,897.4	3,159.1	2,675.9	2,438.5	2,147.5	15,843.3
Special Funds	1,465.4	1,729.2	1,909.0	1,593.9	1,513.1	1,322.7	9,533.3
Federal Funds	816.9	928.0	973.9	878.2	703.2	664.3	4,964.5
Other Funds [F]	242.5	240.2	276.3	203.8	222.2	160.5	1,345.5
OPERATING PROGRAM							
The Secretary's Office	84.1	83.7	87.0	90.0	93.0	96.0	533.8
Motor Vehicle Administration	197.1	207.2	215.0	224.0	233.0	240.0	1,316.3
Maryland Aviation Administration	180.8	187.6	194.0	201.0	208.0	215.0	1,186.4
Maryland Port Administration	48.7	51.3	53.0	55.0	57.0	59.0	324.0
Maryland Transit Administration	729.4	753.7	782.0	811.0	840.0	868.0	4,784.1
WMATA Grants (WMATA)	285.6	320.4	323.0	351.0	355.0	385.0	2,020.0
State Highway Administration	248.7	264.0	275.0	285.0	295.0	304.0	1,671.7
TOTAL OPERATING	1,774.4	1,867.9	1,929.0	2,017.0	2,081.0	2,167.0	11,836.3
Special Funds	1,679.8	1,771.9	1,834.0	1,922.0	1,986.0	2,072.0	11,265.7
Federal Funds	93.7	95.1	95.0	95.0	95.0	95.0	568.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT YEAR 2015	BUDGET YEAR 2016	Planning Years 2017	2018	2019	2020	SIX - YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipality Program	169.7	169.3	170.5	172.0	175.0	177.6	1,034.1
TOTAL DISTRIBUTION OF SHARED REVENUES	169.7	169.3	170.5	172.0	175.0	177.6	1,034.1
Special Funds	172.4	174.2	-	-	-	-	346.6
DEBT SERVICE REQUIREMENTS							
Debt Service Requirements	-	-	-	-	-	-	-
Special Funds [E]	255.4	282.7	351.0	378.0	374.0	391.0	2,032.1
DEPARTMENT TOTAL	4,469.0	4,934.6	5,258.6	4,864.9	4,694.5	4,492.1	28,713.7
Special Funds	3,573.0	3,958.0	4,094.0	3,893.9	3,873.1	3,785.7	23,177.7
Federal Funds	910.6	1,023.1	1,068.9	973.2	798.2	759.3	5,533.3
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	242.5	240.2	276.3	203.8	222.2	160.5	1,345.5

[A] – WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

[B] – Includes County and Municipality transfer funds from the federal government.

[C] – Capital Program WMATA Grants line includes federal funds received by WMATA directly.

[D] – "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

[E] – Debt Service for County Bonds is not included in FY 2017 - 2020.

[F] – Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2015-FY 2020 CTP/STP:

	Federal Fiscal Year					
	2015	**2016**	**2017**	**2018**	**2019 - 20**	**TOTAL**
National Highway Performance Program (NHPP)	284.1	318.7	291.1	249.4	409.1	1,552.4
Surface Transportation Program (STP)	124.9	53.6	205.7	125.1	216.7	726.0
Congestion Mitigation/Air Quality (CMAQ)	57.5	55.2	43.6	56.6	79.9	292.8
Highway Safety Improvement Program (HSIP)	27.4	1.0	42.0	30.0	54.3	154.7
Statewide Planning & Research (SPR)	17.9	17.9	17.9	17.9	35.8	107.4
Transportation Alternative Program (TAP)	16.5	10.9	11.4	11.6	25.2	75.6
Special Federal Appropriations	11.1	7.7	6.4	1.4	20.2	46.8
NHPP Exempt	-	25.0	11.2	8.8	17.6	62.6
Urbanized Area Formula	93.8	95.7	97.6	99.6	203.0	589.7
New Starts, Fixed Guideway, Modernization & Bus	257.6	258.8	259.9	261.1	524.4	1,561.8
Elderly and Persons with Diabilities	3.4	3.5	3.5	3.6	7.4	21.4
Rural Area Formula	6.3	6.4	6.5	6.7	13.6	39.5
TOTALS	900.5	854.4	996.8	871.8	1,607.2	5,230.7

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2015 - FY 2020 CTP/STIP:

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2015**	**2016**	**2017**	**2018**	**2019 - 20**	**TOTAL**
Environmental Projects						
National Highway Performance Program	9.3	9.6	5.1	3.7	7.9	35.6
Surface Transportation Program	14.7	10.6	10.8	5.8	12.2	54.1
Transportation Alternative Program	8.1	10.8	13.8	11.3	26.3	70.3
Highway Safety	1.5	1.0	0.6	0.5	1.2	4.8
Safety and Spot Improvements						
National Highway Performance Program	22.0	16.2	12.2	11.0	26.6	88.0
Surface Transportation Program	61.1	39.0	32.7	27.6	53.8	214.2
Congestion Mitigation/Air Quality	1.3	0.8	0.6	0.6	1.1	4.4
Highway Safety	14.9	9.4	8.3	7.1	14.3	54.0
Resurfacing and Rehabilitation						
National Highway Performance Program	68.0	38.6	36.2	34.4	72.7	249.9
Surface Transportation Program	88.6	50.2	47.2	44.8	94.7	325.5
Highway Safety	1.6	0.9	0.8	0.8	1.7	5.8
Bridge Replacement and Rehabilitation						
National Highway Performance Program	83.1	53.5	50.0	49.3	104.1	340.0
Surface Transportation Program	5.3	3.4	3.2	3.1	6.6	21.6
Urban Reconstruction/Revitalization						
National Highway Performance Program	0.1	0.3	-	-	-	0.4
Surface Transportation Program	1.2	1.0	0.2	0.2	0.2	2.8
Congestion Management						
National Highway Performance Program	3.2	1.8	1.9	1.3	2.1	10.3
Surface Transportation Program	6.1	3.8	4.4	2.9	4.5	21.7
Congestion Mitigation/Air Quality	7.8	3.8	3.6	2.7	4.8	22.7
TOTALS	397.9	254.7	231.6	207.1	434.8	1,526.1

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

The following listing estimates system preservation program levels for FY 2015 through FY 2020. Anticipated projects for FY 2015 and FY 2016 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2015	2016	2017	2018	2019	2020	
The Secretary's Office							
Minor Projects	56.1	34.8	17.1	8.1	7.9	7.8	131.8
Motor Vehicle Administration							
Building Improvements	7.9	7.4	5.5	5.9	5.8	6.0	38.5
Information Technology	19.2	13.5	9.7	7.3	6.8	7.1	63.6
Safety	0.1	-	-	-	-	-	0.1
TOTAL	27.2	20.9	15.2	13.2	12.6	13.1	102.2
Maryland Aviation Administration							
Airport Technology	7.3	3.8	1.2	1.2	1.2	1.2	15.9
Airside Development	3.2	3.1	-	-	-	-	6.3
Annual	0.3	0.4	0.1	0.1	0.1	0.1	1.1
Baltimore/Washington	4.4	4.3	14.8	23.2	22.3	23.5	92.5
Consol Rental Car Facility	2.4	-	-	-	-	-	2.4
Environmental Compliance	0.8	0.8	-	-	-	-	1.6
Equipment	6.6	5.5	3.5	2.7	2.7	-	21.0
Information Tech CTIPP	0.1	-	-	-	-	-	0.1
Landside Development	5.2	1.8	0.5	-	-	-	7.5
Martin State	3.4	1.3	-	-	-	-	4.7
Regional Aviation	3.7	3.9	2.4	2.4	2.4	2.4	17.2

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2015	2016	2017	2018	2019	2020	
Maryland Aviation Administration							
Security	6.7	0.8	-	-	-	-	7.5
Terminal Development	30.8	13.8	2.9	-	-	-	47.5
TOTAL	74.9	39.5	25.4	29.6	28.7	27.2	225.3
Maryland Port Administration							
All Terminals	9.3	12.8	20.9	13.5	27.6	20.5	104.6
Dundalk Marine Terminal	2.5	13.0	23.8	1.9	2.0	2.0	45.2
Facilities & Equipment	3.3	1.4	1.5	1.6	1.6	1.6	11.0
Masonville Auto Terminal	-	-	2.2	1.2	1.2	1.3	5.9
North Locust Point	-	-	1.3	1.4	1.4	1.4	5.5
Open-Ended Consulting	6.1	6.0	9.7	6.3	6.3	6.1	40.5
Port Wide	1.1	0.4	2.6	0.6	0.6	1.0	6.3
Security Projects	0.2	0.4	0.4	-	-	-	1.0
South Locust Point	-	-	1.3	1.3	1.4	1.4	5.4
World Trade Center	1.4	2.0	3.1	1.4	1.2	1.2	10.3
TOTAL	23.9	36.0	66.8	29.2	43.3	36.5	235.7
Maryland Transit Administration							
Agency Wide	28.4	19.3	16.4	16.1	15.4	25.1	120.7
Bus	8.1	4.3	5.2	3.7	3.1	5.2	29.6
Freight	4.3	3.5	0.5	0.6	0.5	0.6	10.0
Information Technology	0.2	-	-	-	-	-	0.2
Light Rail	12.6	5.8	7.1	5.2	5.1	9.1	44.9
MARC	4.9	2.8	3.8	5.6	3.1	5.0	25.2
Metro	8.7	11.1	5.5	5.2	5.6	10.0	46.1
Mobility	3.3	0.3	1.0	0.7	0.7	2.0	8.0
TOTAL	70.5	47.1	39.5	37.1	33.5	57.0	284.7

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2015	2016	2017	2018	2019	2020	
State Highway Administration							
Safety, Congestion Relief, Highway & Bridge	692.0	611.7	436.5	436.9	505.6	523.7	3.206.4
Total Maximum Daily Load	52.5	92.5	107.3	124.7	111.0	110.9	598.9
Noise Barriers	10.0	16.3	12.3	2.3	2.2	2.4	45.5
Community, Safety & Enhancements	37.9	58.6	69.5	63.3	50.2	45.5	325.0
Enhancements	10.1	13.7	17.2	14.1	13.9	19.3	88.3
Facilities	37.7	33.4	20.6	14.0	12.8	10.6	129.1
Communications	10.7	12.6	6.3	4.9	6.5	6.8	47.8
Equipment	32.6	22.9	22.1	22.0	22.0	18.6	140.2
Environmental Compliance	7.8	8.3	7.6	8.0	8.3	8.7	48.7
Truck Weight	4.0	6.6	5.2	5.4	7.0	7.4	35.6
TOTAL	895.3	876.6	704.6	695.6	739.5	753.9	4,665.5
CTP SYSTEM PRESERVATION PROJECTS	**1,147.9**	**1,054.9**	**868.6**	**812.8**	**865.5**	**895.5**	**5,645.2**

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.

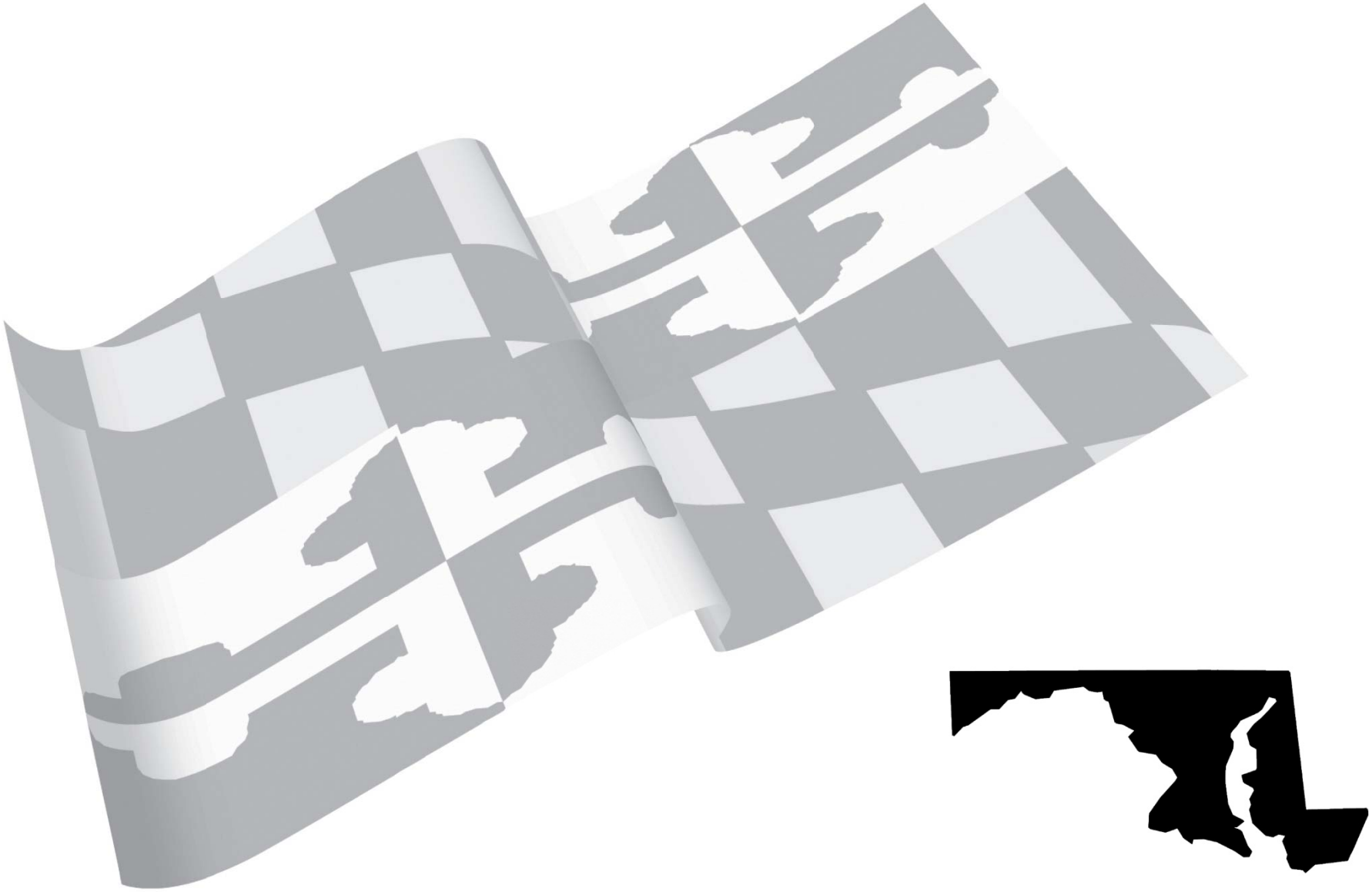
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Allegany County	
	Construction Program	
1.	I-68, National Freeway -- Interstate	Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
	Anne Arundel County	
	Construction Program	
4.	MD 648, Baltimore Annapolis Boulevard -- Secondary	Replace Bridge over Cattail Creek
	Baltimore County	
	Construction Program	
1.	I-83, Harrisburg Expressway -- Interstate	Replace Bridge on Middletown Road over I-83
3.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 144 over I-695
4.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over Milford Mill Road
6.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
9.	MD 25, Falls Road -- Secondary	Replace Bridge to Georges Run
	Calvert County	
	Construction Program	
1.	MD 261, Willows Road -- Secondary	Replace Bridge over Fishing Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Caroline County	
	Construction Program	
2.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	Cecil County	
	Construction Program	
1.	MD 272, Mauldin Ave -- Secondary	Replace Bridge over Amtrak
	Charles County	
	Construction Program	
1.	MD 234, Budds Creek Road -- Secondary	Replace Bridge over Allens Fresh Run
	Frederick County	
	Construction Program	
3.	US 15, Catoctin Mountain Highway -- Primary	Replace Bridge on Motter Ave.
4.	MD 140, Taneytown Pike -- Primary	Replace Bridge over Monocacy River
5.	MD 75, Green Valley Road -- Secondary	Replace Bridge over Haines Branch
	Garrett County	
	Construction Program	
1.	US 219, Garrett Highway -- Secondary	Replace Bridge over Cherry Creek
	Harford County	
	Construction Program	
1.	MD 7, Philadelphia Road -- Secondary	Replace Bridge over James Run
	Montgomery County	
	Construction Program	
8.	MD 193, University Boulevard -- Secondary	Replace Bridge over I-495

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Prince George's County	
	Construction Program	
5.	MD 4, Pennsylvania Avenue -- Primary	Replace Bridges over MD 223
	Somerset County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	Replace Bridges over the Pocomoke River
	St. Mary's County	
	Construction Program	
1.	MD 5, Point Lookout Road -- Secondary	Replace Bridge over Eastern Branch
	Talbot County	
	Construction Program	
1.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	Washington County	
	Construction Program	
1.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridge over Conococheague Creek
2.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over MD 63
3.	I-81, Maryland Veterans Memorial Highway -- Interstate	Replace Bridge over Potomac River
	Worcester County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	Replace Bridges over the Pocomoke River
	Development and Evaluation Program	
3.	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

	Ongoing Grant Awards and Earmarks	**Projects currently funded for construction** as of September 2014	**FY15-20 Ped/Bike Program Funding^**
New Sidewalk Construction for Pedestrian Access		**5,355,000**	**21,800,000**
Sidewalk Reconstruction for Pedestrian Access		**28,300,000**	**59,700,000**
Bicycle Retrofit		**5,737,000**	**17,500,000**
Community Safety and Enhancement		**2,491,641**	**18,525,000***
Primary/Secondary Program		**6,283,140**	**6,283,140****
Bikeways Program	**11,362,000**	**--**	**15,369,000**
Bikeshare Program	**1,356,300**	**--**	**0**
Transportation Enhancements/Alternatives	**28,127,500**		**44,150,000*****
Recreational Trails	**4,373,500**	**--**	**5,610,000*****
Safe Routes to School Program	**7,932,556**		**0^^**
Federal Earmark Projects	**18,390,700**		**0^^^**
Total	**71,542,556**	**48,166,781**	**188,937,140**

^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

^^ This program was consolidated into Transportation Alternatives under the federal transportation bill, MAP-21

^^^ No additional earmark projects are expected at this time

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF SEPTEMBER 2014

The following projects, funded for construction as of September 2014, are typical of projects that will be developed through the bicycle and pedestrian programs.

STATE HIGHWAY ADMINISTRATION

New Sidewalk Construction for Pedestrian Access Program (Fiscal years 15 - 16)

Calvert County		
Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd		900,000
Charles County		
MD 210 - Ruth B Swann Dr to Wooster Dr		540,000
Montgomery County		
MD 355 - Grafton Street to Bradley Lane		1,400,000
Statewide		
Various locations in District 7		2,515,000
	TOTAL	**5,355,000**

Sidewalk Reconstruction for Pedestrian Access (Fiscal years 15 - 16)

Statewide		
Areawide Contracts	**TOTAL**	**28,300,000**

Retrofit Bicycle Program (Fiscal years 15 - 16)

Anne Arundel County		
MD 170 - MD 648 to Andover Road		1,522,000
Baltimore County		
US 1 - US 1 Alt. to Baltimore City Line		4,215,000
	TOTAL	**5,737,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Fiscal year 2015)

Baltimore County	
US 40 - Intersection improvements at Mohr's Lane	364,800
($6,400,000 total construction cost, estimated $364,800 for ped/bike elements)	
Calvert County	
MD 231 - Heritage Blvd to MD765A, MD 765A from Old Fields Lane to Armory Road	193,002
($3,386,000 total construction cost, estimated $193,002 for ped/bike elements)	
Charles County	
MD 5 Business at MD 925, Waldorf	54,777
($961,000 total construction cost, estimated $54,777 for ped/bike elements)	
Frederick County	
MD 144 FB - through Town of New Market to Bye Alley	458,280
($8,040,000 total construction cost, estimated $458,280 for ped/bike elements)	
Harford County	
MD 755 - Willoughby Beach Road to MARC Station	312,303
($5,479,000 total construction cost, estimated $312,303 for ped/bike elements)	
Prince George's County	
MD 5 - Curtis Lane and Branch Avenue to south of Suitland Parkway	563,730
($9,890,000 total construction cost, estimated $563,730 for ped/bike elements)	
MD 201 - Kenilworth Towers to Riverdale Road	544,749
($9,557,000 total construction cost, estimated $544,749 for ped/bike elements)	
TOTAL	**2,491,641**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (FY2015-20)
The following lists the estimated costs for pedestrian and bicycle elements associated with major projects currently funded for construction

Anne Arundel County			
MD 175 - Disney Road to Reece Road	shoulders	1.1 miles	165,000
	sidewalks	1.1 miles	151,008
Calvert County			
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
MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
Carroll County			
MD 30 Bus. - Hampstead Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648
Cecil County			
MD 272 - Bridge over Amtrak	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
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
Harford County			
MD 7 - Bridge over James Run	shoulders	0.1 miles	15,000
Montgomery County			
I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	75,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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
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 - Anacostia Tributary	pedestrian bridge		1,500,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640
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
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

MD 337 - at I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000
MD 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280
Queen Anne's County			
US 301 - at MD 304	shoulders	0.1 miles	15,000
MD 404 - west of MD 309 to Cemetery Rd (Ph. 1B)	shoulders	1.1 miles	165,000
Somerset County			
MD 822 - at MD 675	sidewalks	0.5 miles	68,640
Worcester County			
US 113 - Massey Branch to Five Mile Branch	shoulders	4.6 miles	690,000

wide curb lanes	9.3	miles	sub-total	1,395,000
shoulders	10.2	miles	sub-total	1,528,500
pedestrian bridge	1.0	bridge	sub-total	1,500,000
sidewalks	13.5	miles	sub-total	1,859,640

TOTAL **6,283,140**

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 FY2015

Baltimore City Bike-Friendly Drainage Grate Replacement	90,000
City of Laurel, Van Dusen Road Sidepath	200,000
Town of Berlin, Berlin to Assateague Trail Assessment	30,000

TOTAL ONGOING AWARDS **11,362,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Bikeshare Program		
Howard County feasibility study		40,000
Baltimore City bikeshare		881,300
University of Maryland		187,500
City of College Park		187,500
Prince George's County/Greenbelt feasibility study		60,000
	TOTAL ONGOING AWARDS	**1,356,300**
Transportation Enhancements/Alternatives Program		
Allegany County		
Amtrak Station Entryway Improvement		243,000
Anne Arundel County		
Broadneck Penninsula Trail II		1,808,900
Baltimore City		
Baltimore Waterfront Promenade Inner Harbor East		2,000,000
Baltimore Downtown Bicycle Network		1,220,000
Jones Falls Greenway Phase V		2,050,000
Herring Run Greenway		1,980,000
Calvert County		
Solomons Island Road Sidewalks		731,400
Cecil County		
Bohemia Trail		1,354,600
East High Street and Locust Lane Sidewalk Improvements		65,000
Frederick County		
Ballenger Creek Trail Phase IV		360,000
Carroll Creek Park Trail Phase II		5,959,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Montgomery County		
Ethan Allen Gateway Streetscape		1,255,100
Flower Avenue Green Street Project		1,040,300
Prince George's County		
Bowie Heritage Trail, Phase 1		404,300
St. Mary's County		
Three Notch Trail Phase VI		1,788,600
MD Route 5 Pedestrian and Bicycle Trail		1,741,000
Talbot County		
Easton Rail Spur Line		827,000
Dutchman's Lane Sidewalk		600,000
Easton Sidewalk Retrofit Design Project		24,300
Washington County		
Western Maryland Rail Trail Phase IV		2,450,000
Wicomico County		
Northeast Collector Road Bikepath Phase II		225,000
	TOTAL	**28,127,500**

Recreational Trails Program

Typical projects, awarded FY2014

Tuckahoe State Park Trail Connector		30,000
Bowie Heritage Trail - Jericho Park		40,000
Baltimore County Farm Park Trail		14,000
DNR Green Ridge Trail Maintenance		30,000
DNR St. Clements Island State Park Composting		27,500
	TOTAL ONGOING AWARDS	**4,128,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

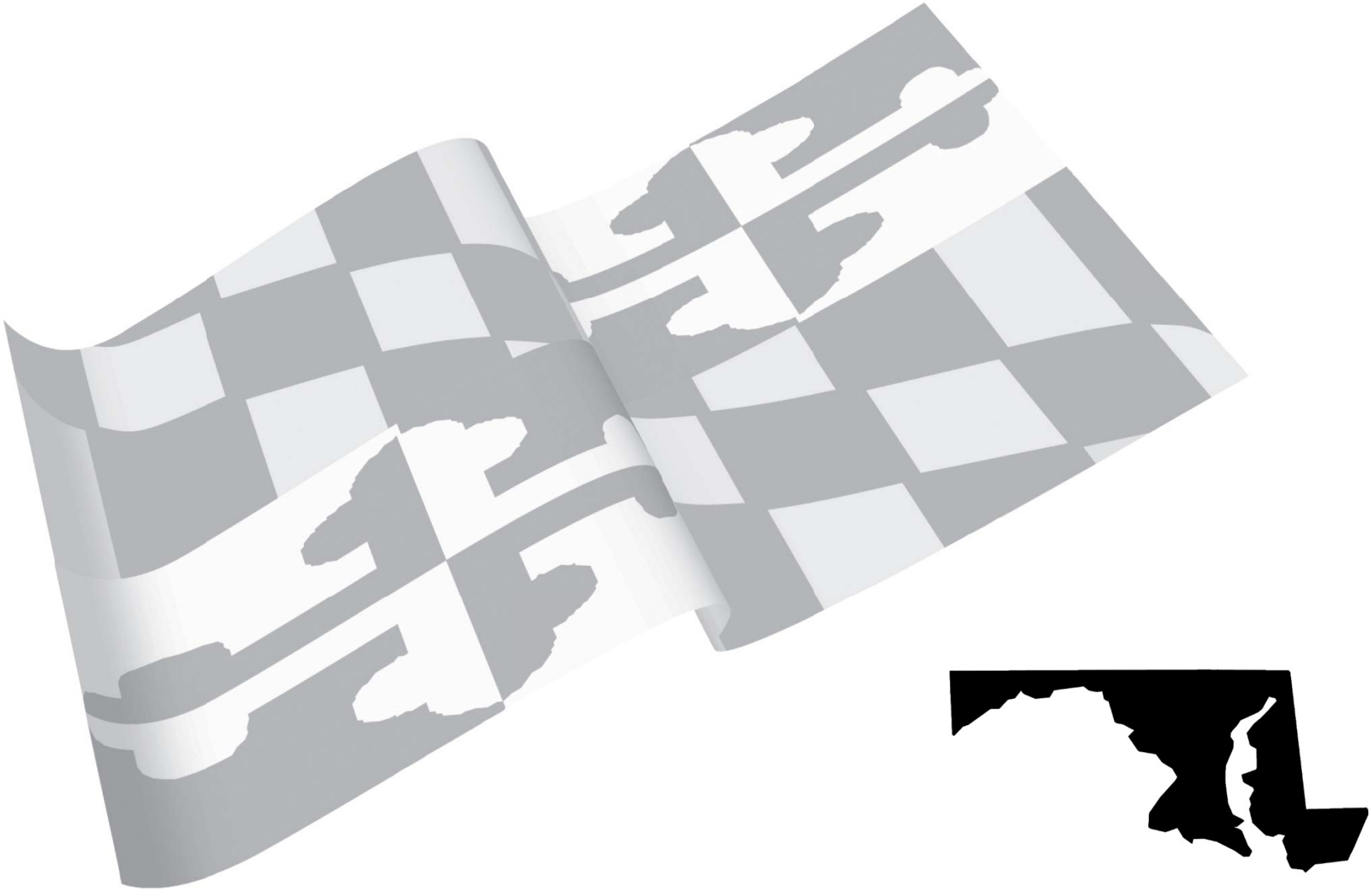
Safe Routes to School

Typical projects

Hagerstown Sidewalk Improvements in Vicinity of Bester Elementary	233,000
Dorchester County Health Department	215,945
Garrett County municipalities	247,109
Takoma Park	23,114
TOTAL ONGOING AWARDS	**7,932,556**

Federal Earmark Projects

Allegany County	
Allegany Highlands Trail	738,500
Anne Arundel Co	
South Shore Trail	1,600,000
Baltimore City	
Gwynns Falls Trail/CSX Bridge	335,000
Reconstruct East North Avenue (US 1)	4,000,000
MLK Blvd & West Baltimore Street	2,000,000
St. Mary's Co	
St. Mary's College Safety and Traffic Calming Improvements	1,500,000
Montgomery County	
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
Coppin State University ADA Improvements	2,640,000
TOTAL ONGOING AWARDS	**18,390,700**



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2015

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

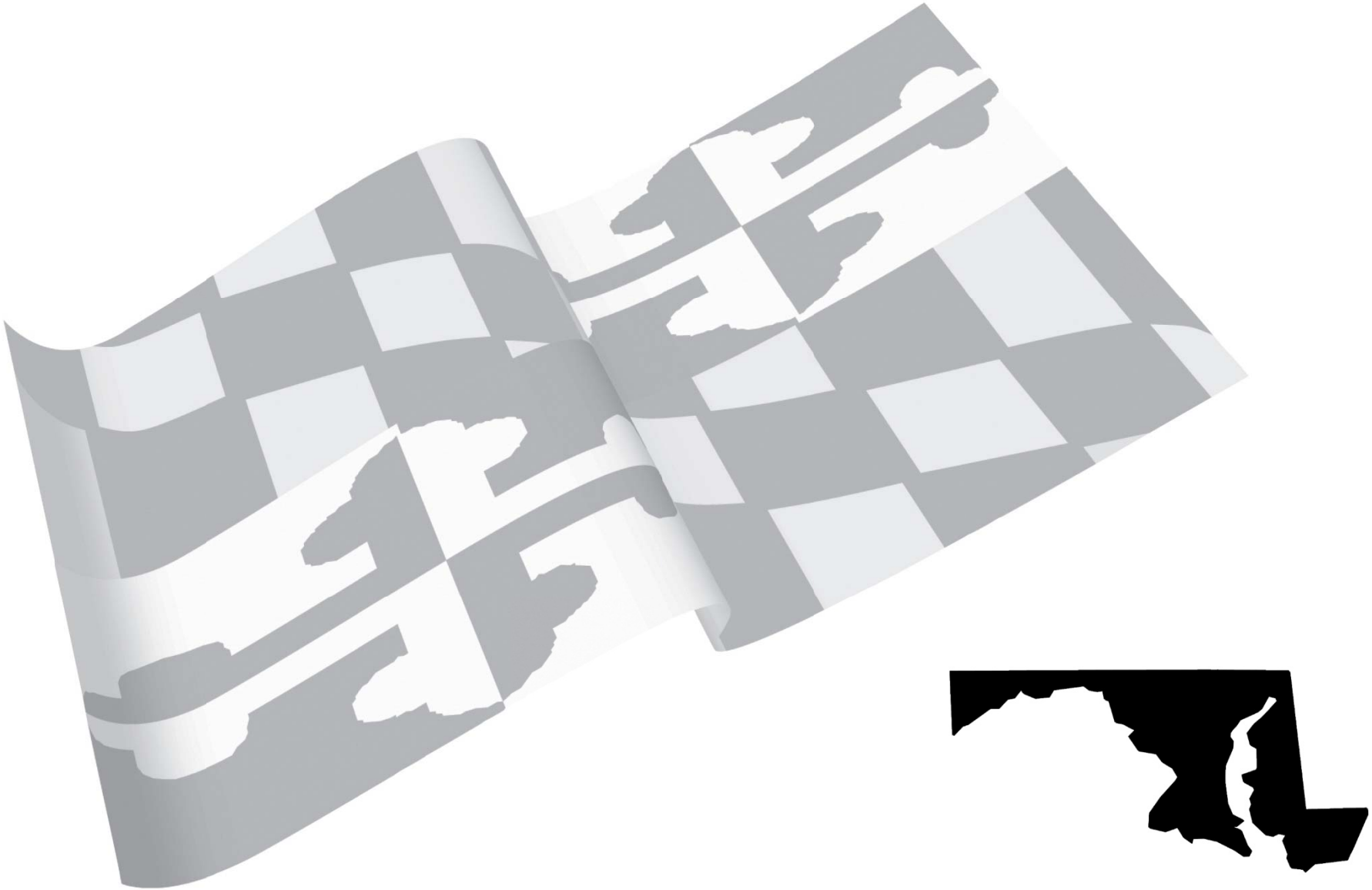
		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany	Greater Cumberland Regional	150	106	41	297
Anne Arundel	Tipton Airport	-	360	120	480
Charles	Maryland Airport	1,649	123	102	1,874
Frederick County	Frederick Municipal Airport	252	14	14	280
Garrett County	Garrett County Airport	-	9	3	12
Harford County	Harford County	-	1,551	172	1,723
Montgomery County	Montgomery County Airpark	36	77	27	140
Queen Anne's County	Kentmorr Airpark	-	90	10	100
St. Mary's County	St. Mary's County Regional Airport	724	40	40	804
Somerset County	Crisfield-Somerset County Airport	49	6	6	242
Talbot County	Easton Airport	1,891	184	131	2,206

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2015

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

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Washington County	Hagerstown Regional Airport	444	207	85	736
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	5,531	555	390	6,476
Worchester	Ocean City Municipal Airport	-	266	89	355
	Total		3,588		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. Highways, rail, marine and airport infrastructure must be in good working condition and free flowing. Unpredictable congestion and delays lower the reliability of delivery times, which leads to costlier freight movement. Tonnage and value indicate the demand freight places on the system, and the economic activity associated with freight, respectively. Last year, about 356 million tons of freight was transported to, from, within, and through Maryland, accounting for approximately $430 billion in value.

Ensuring that the network of highways, railways, waterways, and airports are ready to handle the current level and anticipated growth of goods movement is a priority of the Maryland Department of Transportation (MDOT). MDOT is working to implement multimodal freight mobility solutions, advance supply chains through transportation improvements, and expand freight transportation options throughout the state. With freight activity projected to double by 2030, the multimodal transportation system will come under increasing pressure. The goal of investing in freight related projects is to help improve Maryland's economy by making the goods movement system more efficient, reliable, and safe.

How is Maryland accommodating goods movement today?

Multiple plans and programs being undertaken by MDOT and the modes include freight projects in various stages of development from concept to construction. Highway improvement, maintenance, and capacity projects run the gamut of Intelligent Transportation Systems (ITS) applications for protecting roadways from damage to increasing safe havens for truck drivers. Education, testing and licensing programs have also been implemented for highway freight operations. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

How is Maryland accommodating goods movement for the future?

MDOT is developing a Strategic Goods Movement Plan that will contain specific policy recommendations and provide guidance for development of freight programs at the Port, on rails, highways, and in the air. The Plan identifies areas where MDOT needs to make transportation investments to move goods efficiently and safely. MDOT will partner with carriers, shippers, and freight network users to develop a strategy that works for the entire transportation system and the State as a whole. Once the Plan is complete, Maryland will have a guide for selecting multimodal transportation projects that impact freight. This will be important for State funding priorities and help improve Maryland's ability to meet the national freight goals established in federal surface transportation authorization.

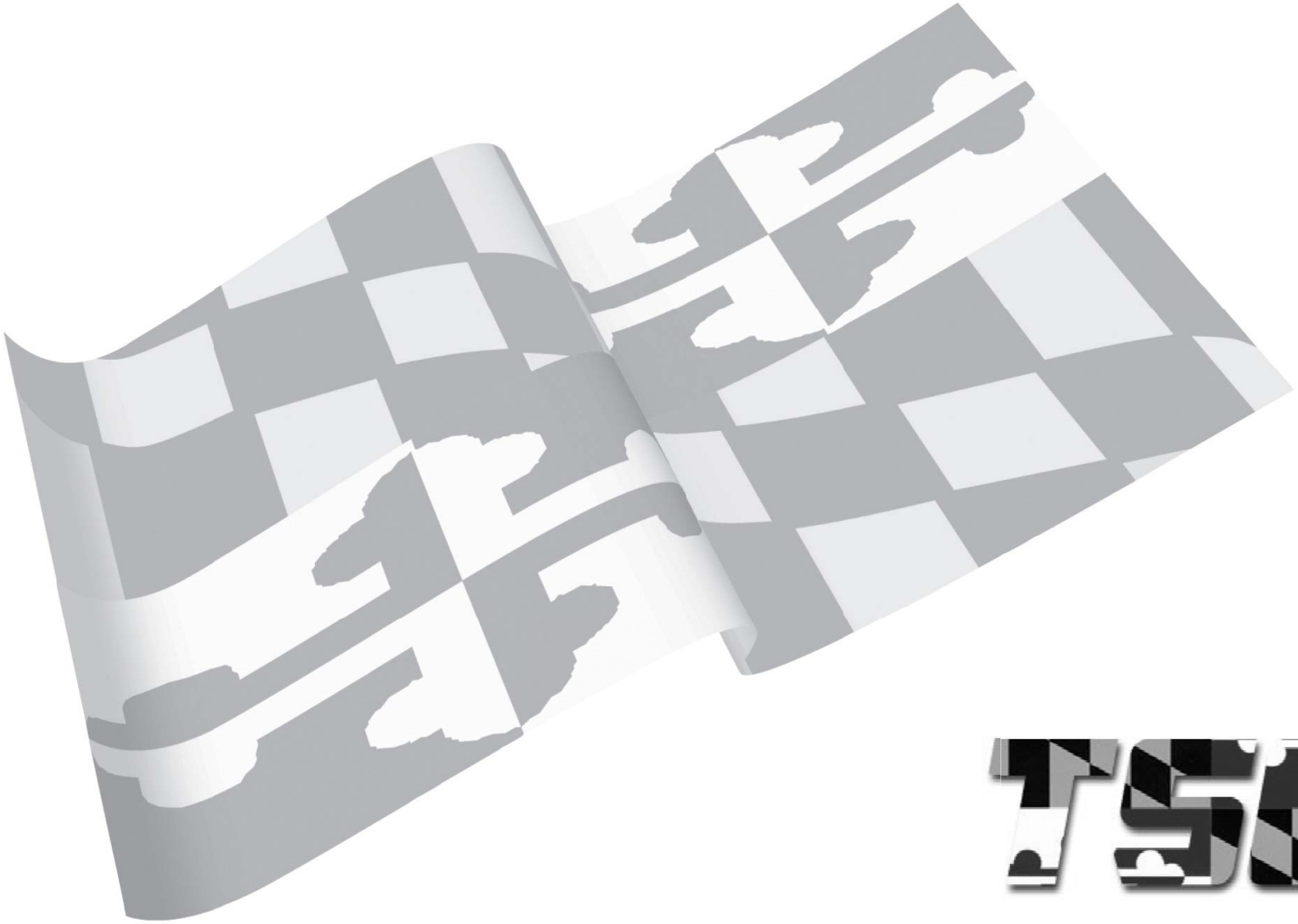
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in this Consolidated Transportation Program, for approximately $1.9 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

THE SECRETARY'S OFFICE	
PROJECT	**ESTIMATED TOTAL 6-YEAR COSTS ($000'S)**
High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel	60,000
High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge	18,850
Intermodal Rail Incentive Program	6,000
Baltimore Rail Study	1,468
Canton Railroad Grant	3,729
MEA/MDOT Electric Truck Voucher MOU	500
MARYLAND TRANSIT ADMINISTRATION	
Freight Bridge Rehabilitation	9,588
Grade Crossing Rehabilitation Fund	2,852
Freight Rail Capital Improvement Fund	2,627
MARYLAND PORT ADMINISTRATION	
Hart-Miller Island Related Projects	37,226
Dredge Material Placement and Monitoring	430,256
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4)	54,000
Terminal Security Program	2,383
Marine Terminal Property Acquisition	7,317
Chrome Ore Processing Residue Remediation	46,883
Masonville Vessel Berth Construction	584
Port of Baltimore Export Expansion Project	38,605
Dredge Material Management Program	62,860

TERMINAL-WIDE SYSTEM PRESERVATION	235,834
MARYLAND TRANSPORTATION AUTHORITY	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	1,097,719
Reconstruct Service Road #3 at FSK Facility	2,684
Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK	7,620
Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	14,417
STATE HIGHWAY ADMINISTRATION	
STATEWIDE Railroad Safety & Spot Improvements	18,300
Truck Weigh Program – Statewide	39,700
ALLEGANY I-68 Bridges, Rehab MD 51 bridge over CSX, Canal Parkway and I-68 bridge over Wills Creek/CSX/Municipal Street I-68 Bridges, Rehab Bridges over Kelly Road and CSXT US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	12,412
ANNE ARUNDEL US 50 at MD 424 Park and Ride Expansion US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge	4,425
BALTIMORE COUNTY Replace Bridge on Middletown Road over I-83 Frederick Road (MD 144) bridge over I-695 I-695, upgrade to an 8-lane freeway from I-95 to MD 122 (Security Boulevard) I-695, upgrade to an 8-lane freeway from I-83 (JFX) to I-95 (east) I-695, replace bridges and re-align ramp at Leeds Avenue I-795, study interchange at Dolfield Boulevard I-695 low-cost operational and safety improvements along the Baltimore Beltway from I-95 in Arbutus to MD 43 in White Marsh I-83 at MD 439 Park and Ride Expansion I-695 at Milford Mill Road I-83 Safety and resurface from I-695 to Shawan Rd	212,611
CHARLES US 301 Project Planning Study	15,651

FREDERICK I-70 (Baltimore National Pike), Phase II D US 15 Bridge Replacement (10098) on Motter Avenue over US 15 US 15 at Monocacy Boulevard MD 17 at I-70 Park and Ride Expansion MD 85, south of English Muffin Way to north of Grove Road	72,597
GARRETT US 219 North I-68 to Pennsylvania State Line	1,698
HARFORD MD 22, intersection improvements at Beard's Hill Road MD 22, intersection improvements at MD 462	23,497
HOWARD I-95 South Welcome Center I-70 MD 32 to US 29	4,035
MONTGOMERY I-270 / Watkins Mill Road Extended MD 185, intersection improvements at Jones Bridge Road, Phases 1-2 MD 185, intersection improvements at Jones Bridge Road, Phase 3 MD 187, intersection improvements at West Cedar Lane MD 355, utilities and lane control at Cedar Lane and Jones Bridge Road MD 355, intersection improvements at Cedar Lane and Jones Bridge Road	188,889
PRINCE GEORGES I-95/Contee Road (Virginia Manor Road), construct interchange I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge I-95, Access Road to Park and Ride from I-95/I-495 MD 3, Widening and Upgrade, Anne Arundel County Line to US 50 MD 4, Bridge Replacement over MD 223 MD 4, Suitland Parkway Interchange MD 4, Corridor Improvements Study, I-95/I-495 to MD 223 MD 5, Corridor Improvements Study, I-95/I-495 to US 301/MD 5 Split at T.B. MD 5/MD 373, engineering and right-of-way phases for new interchange MD 337 (Allentown Road) at I-495/I-95, Capital Beltway Off-Ramp MD 337 (Allentown Road) at MD 218 (Suitland Road/Westover Drive) US 301 Project Planning Study	204,114
QUEEN ANNE'S US 301, construct interchange at MD 304	46,311

WASHINGTON I-70, replace bridges over MD 63 I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line I-81, widen and rehabilitate bridge over Potomac River	52,306
WORCESTER US 13, rehabilitate bridges over Pocomoke River US 113, capacity improvements	69,692



THE SECRETARY'S OFFICE

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

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	12.3	14.8	13.4	6.6	6.4	4.9	58.5
System Preservation Minor Projects	56.1	34.8	17.1	8.1	7.9	7.8	131.8
Development & Evaluation Program	12.4	36.4	28.7	-	-	-	77.4
SUBTOTAL	80.8	86.0	59.2	14.6	14.4	12.7	267.7
Capital Salaries, Wages & Other Costs	2.0	2.1	2.1	2.2	2.3	2.3	13.0
TOTAL	82.9	88.1	61.3	16.8	16.6	15.0	280.7
Special Funds	68.4	48.5	32.6	16.8	16.6	15.0	197.9
Federal Funds	14.3	38.8	28.7	-	-	-	81.8
Other Funds	0.2	0.7	-	-	-	-	1.0

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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

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

☐ Safety & Security
☒ System Preservation
☒ Quality of Service
☒ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

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 sctructures.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added FY20 funding.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,700	0	700	800	800	800	800	800	4,700	0
Right-of-way	2,300	0	350	350	400	400	400	400	2,300	0
Construction	280,015	198,715	9,050	12,550	16,000	12,900	12,700	18,100	81,300	0
Total	287,015	198,715	10,100	13,700	17,200	14,100	13,900	19,300	88,300	0
Federal-Aid	227,072	156,772	8,100	10,800	13,800	11,300	10,900	15,400	70,300	0

STIP REFERENCE #State6

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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The program was increased by $4.9M due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,944	45,698	4,244	4,269	4,157	4,252	4,630	4,694	26,246	0
Total	71,944	45,698	4,244	4,269	4,157	4,252	4,630	4,694	26,246	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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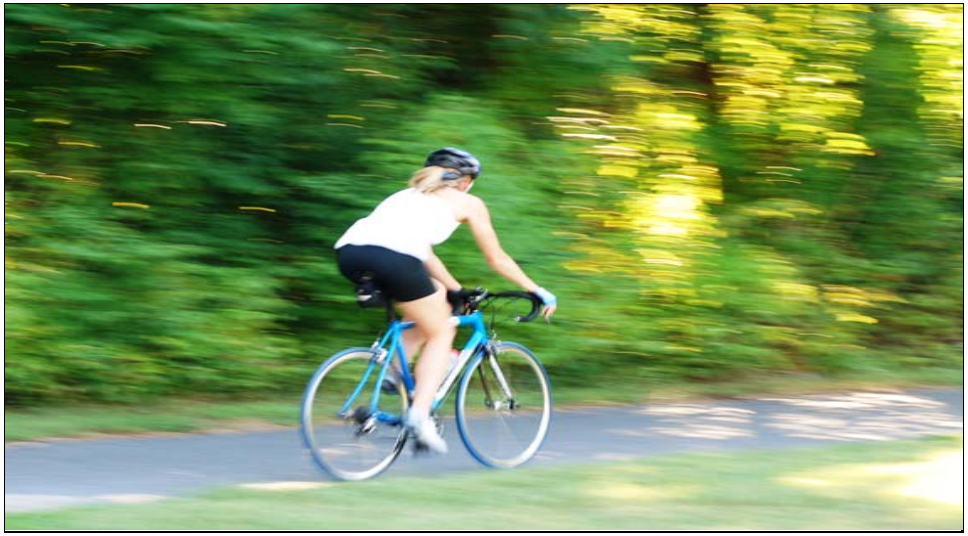

PROJECT: Bikeways Network Program

DESCRIPTION: Planning, design and construction of on-road and off-road bicycle facilities that fill proirity 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 Bicylce 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 — ☐ Grandfathered ☐ Exception Will Be Required ☐ Exception Granted
☐ PFA Status Yet to Be Determined

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

STATUS: A total of 95 bikeway projects have been awarded in four grant cycles. Approximately 20 are complete. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,295	926	3,288	4,522	3,254	2,305	1,800	200	15,369	0
Total	16,295	926	3,288	4,522	3,254	2,305	1,800	200	15,369	0
Federal-Aid	1,295	74	648	573	0	0	0	0	1,221	0

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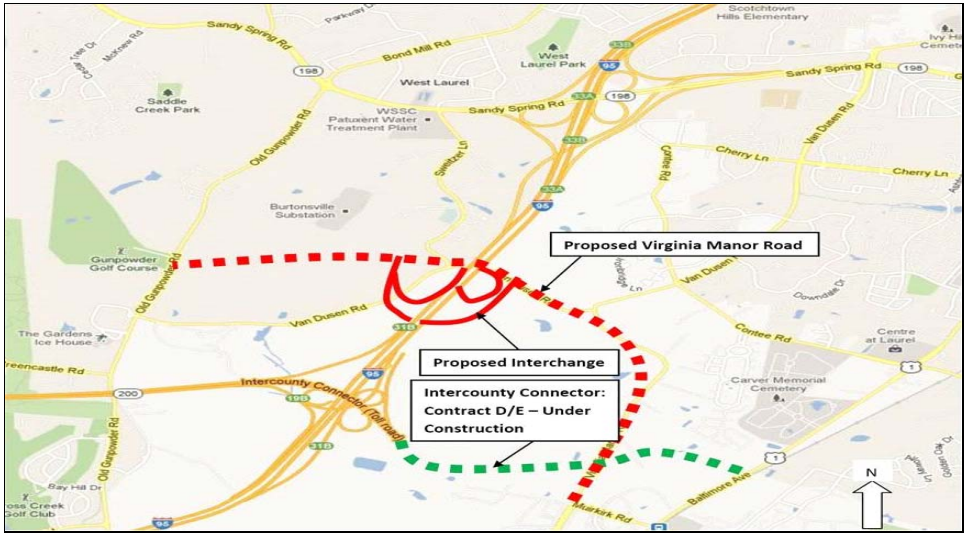


PROJECT: Virginia Manor Road Relocated, Old Gunpowder Road to the InterCounty Connector

DESCRIPTION: A Secretary's grant to Prince George's County for construction/reconstruction of Virginia Manor Road Relocated between the InterCounty Connector and Old GunPowder Road (Approximately 2.6 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS: InterCounty Connector (Prince George's County Line - 10)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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

STATUS: Construction of Virginia Manor Road Relocated is complete and open for service. The relocation of a Washington Suburban Sanitary Commission (WSSC) water line along Virginia Manor Road Relocated is underway and expected to be completed in FY 15. The $12M in cost savings on Virginia Manor Road Relocated is available for other projects to be determined in the Konterra Development Area.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,000	10,149	4,800	6,026	6,025	0	0	0	16,851	0
Total	30,000	13,149	4,800	6,026	6,025	0	0	0	16,851	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0165

PROJECT: Amtrak's Susquehanna River Bridge

DESCRIPTION: The purpose of this project is to complete preliminary engineering and National Environmental Policy Act (NEPA) documentation for the replacement of Amtrak's Susquehanna River Bridge between Harford and Cecil Counties. This project is funded by a High Speed Intercity Passenger Rail grant from the Federal Railroad Administration.

JUSTIFICATION: The Susquehanna River Bridge is located along the Northeast Corridor (NEC), a busy rail network between Washington D.C. and Boston, Massachusetts, and carries approximately 110 Amtrak, MARC commuter and Norfolk Southern freight trains per day. The existing two-track bridge was constructed in 1906 and is currently owned and maintained by Amtrak. Due to its age and design, the bridge creates a capacity and speed bottleneck along the heavily traveled NEC.

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA- 38)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	2,972	6,878	10,000	2,150	0	0	0	19,028	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	22,000	2,972	6,878	10,000	2,150	0	0	0	19,028	0
Federal-Aid	22,000	2,972	6,878	10,000	2,150	0	0	0	19,028	0

0181

PROJECT: Amtrak's Baltimore and Potomac (B&P) Tunnel

DESCRIPTION: The purpose of this project is to complete preliminary engineering and National Environmental Policy Act (NEPA) documentation for the replacement of Amtrak's B&P Tunnel in Baltimore City. This project is funded by a High Speed Intercity Passenger Rail grant from the Federal Railroad Administration.

JUSTIFICATION: The B&P Tunnel is located along the Northeast Corridor (NEC), a busy rail network between Washington D.C. and Boston, Massachusetts, and carries approximately 142 Amtrak, MARC commuter and Norfolk Southern freight trains per day. The existing two-track tunnel was constructed in 1873 and is currently owned and maintained by Amtrak. Due to its age and design, the tunnel creates a capacity and speed bottleneck along the heavily traveled NEC.

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA- 38)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	1,591	5,520	26,374	26,515	0	0	0	58,409	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	1,591	5,520	26,374	26,515	0	0	0	58,409	0
Federal-Aid	60,000	1,591	5,520	26,374	26,515	0	0	0	58,409	0

0158

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 7

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior		
	The Secretary's Office		
1	Towson Circle Grant (0149)	2,000	Complete
2	Charles Street Trolley Grant (0135)	489	Complete
3	Employee Scheduling System - Scheduler Module (0182)	416	Complete
4	Grants to Local Governments (0193)	16,000	Complete
5	CPMS Evaluation & Review Contract (0191)	91	Complete
6	Grant to Local Governments for Pothole Repairs (0196)	10,000	Complete
7	CSX Intermodal Container Transfer Facility Planning Grant (0179)	1,055	Complete
8	Executive Correspondence System (0190)	277	Complete
9	MBE 2009 Disparity Study (0146)	3,331	Complete
10	MD 695/Broening Highway Grant (0150)	5,000	Underway
11	UMD - NCSG Agreement (0148)	970	Underway
12	700Hz Radios - CVED & ASED (0175)	2,816	Underway
13	CAD/RMS - DVED & ASED (0176)	1,083	Underway
14	Employee Scheduling System - Leave Request Module (0183)	346	Underway
15	Maryland Bike Share Program (0172)	2,500	Underway
16	Baltimore Rail Study (State Share) (0121)	1,849	Underway
17	MEA/MDOT Electric Truck Voucher MOU (0171)	500	Underway
18	Employee Scheduling System - Expense Module (0184)	819	Underway
19	State Personnel System (Benefits) (0178)	1,302	Underway
20	Employee Scheduling System - Time Capture Enhancement (0186)	255	Underway
21	Washington County Grant (0194)	1,120	Underway
22	Mainframe Upgrade 2 (0144)	3,700	Underway
23	MBE 2015 Disparity Study (0168)	3,500	Underway
24	MDOT Project Prioritization Tool (0202)	240	Underway
25	UMBC Traffic Circle (0192)	400	Underway
26	Grant to City of Cambridge (0195)	1,000	Spring, 2015
27	I-95/Forestville Road Improvement Grant (0167)	2,000	Spring, 2015
28	TOD - State Center Grant (0201)	2,500	Spring, 2015

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 7 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	The Secretary's Office (cont'd)		
29	Canton Railroad Grant (0173)	3,729	Spring, 2015
30	Security Incident and Event Management (SIEM) (0199)	150	Spring, 2015
31	Next Generation Firewalls (0198)	250	Spring, 2015
32	Mainframe Laser Printer Replacement (0197)	395	Spring, 2015
33	Security/Emergency Management (0082)	356	Ongoing
34	Airport Citizens Committee (0078)	260	Ongoing
35	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
36	Data Center Shared Services (0101)	582	Ongoing
37	Environmental Compliance Oversight (0126)	1,528	Ongoing
38	MBE Special Counsel (0200)	250	Ongoing
39	MD Department of Planning Grant (0154)	92	Ongoing
40	MDOT Headquarters Building (0081)	1,000	Ongoing
41	Network Hardware/Software Replacement Costs (0020)	4,033	Ongoing
42	Program Management (0019)	75	Ongoing
43	Rail Safety Oversight (0032)	170	Ongoing
44	Real Estate Services (0005)	170	Ongoing
45	Special Real Estate Counsel Contract (0133)	175	Ongoing
46	TSO Environmental (0161)	153	Ongoing
47	TSO OA Enhancements OBJ 11 (0100)	76	Ongoing
48	TSO OA Replacements OBJ 10 (0099)	149	Ongoing
49	TOD Implementation Projects (0143)	865	Ongoing
50	IV & V - Major IT Development Projects (0162)	242	Ongoing
51	Capital Program Management System Maintenance II (0087)	250	Ongoing
52	OPCP - 12 Consultant Contract (0169)	2,200	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

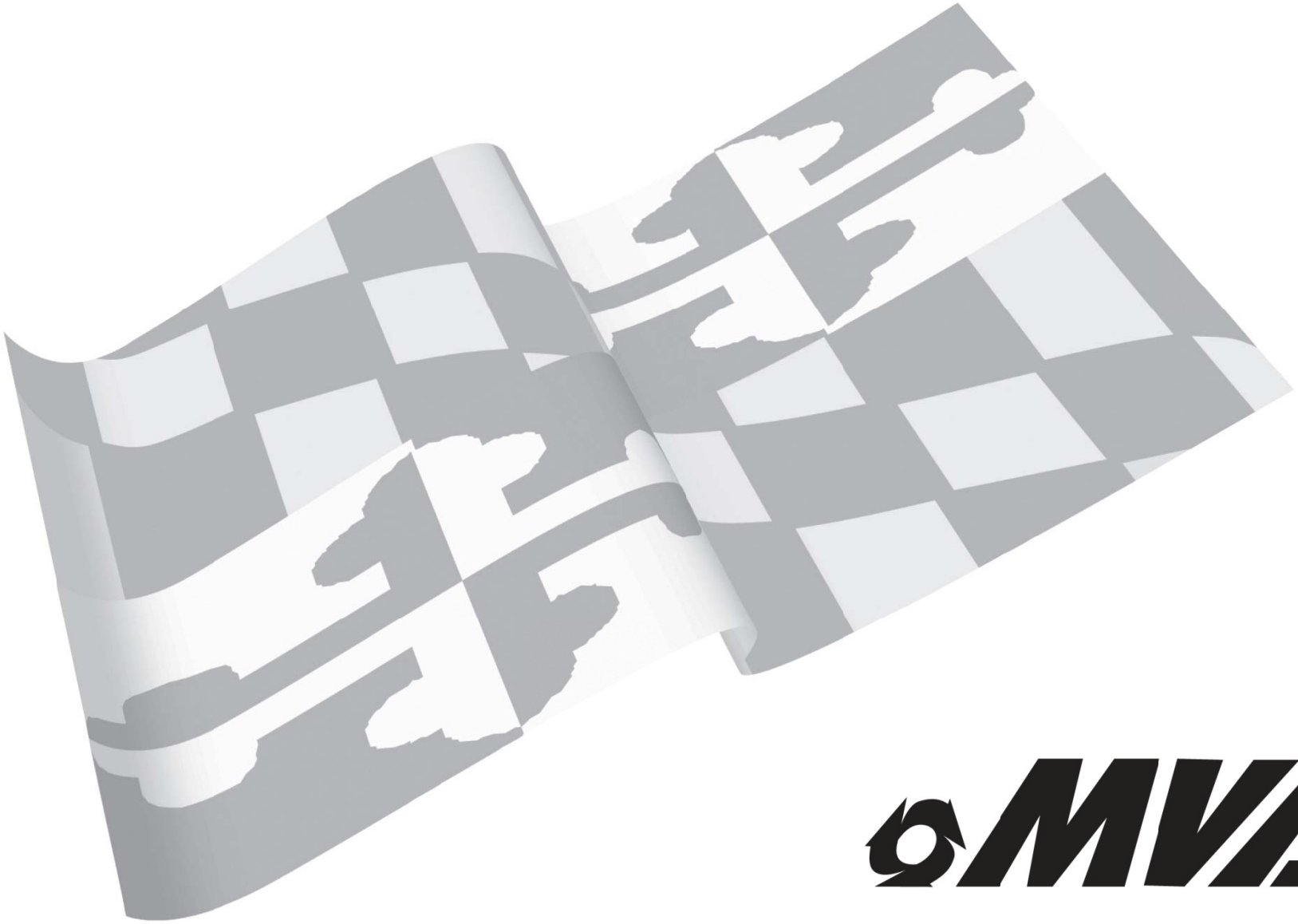
THE SECRETARY'S OFFICE - LINE 7 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016		
	The Secretary's Office		
53	Baltimore Rail Study (State Share)	1,849	Underway
54	State Personnel System (Benefits)	1,679	Underway
55	MBE 2015 Disparity Study	3,500	Underway
56	Washington County Grant	1,120	Underway
57	MDOT Project Prioritization Tool	240	Underway
58	Intermodal Rail Incentive Program (0206)	3,000	Summer, 2015
59	Enterprise Budget System (1207)	1,192	Summer, 2015
60	Mainframe RAID Disk Replacement (0204)	1,500	Summer, 2015
61	Piscataway Drive Grant (0205)	2,200	Summer, 2015
62	Mobile Device Management (0189)	150	Summer, 2015
63	I-95/Forestville Road Improvement Grant	2,000	Summer, 2015
64	Grant to City of Cambridge	1,000	Summer, 2015
65	TOD State Center Grant	2,500	Summer, 2015
66	Gmail - Google Docs (0177)	1,380	Summer, 2015
67	Airport Citizens Committee (0078)	250	Ongoing
68	Security/Emergency Management (0082)	100	Ongoing
69	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
70	Data Center Shared Services (0101)	588	Ongoing
71	Environmental Compliance Oversight (0126)	500	Ongoing
72	MBE Special Counsel (0200)	250	Ongoing
73	MD Department of Planning Grant (0154)	92	Ongoing
74	MDOT Headquarters Building (0081)	750	Ongoing
75	Network Hardware/Software Replacement Costs (0020)	3,979	Ongoing
76	Program Management (0019)	75	Ongoing
77	Rail Safety Oversight (0032)	200	Ongoing
78	Real Estate Services (0005)	220	Ongoing
79	Special Real Estate Counsel Contract (0133)	285	Ongoing
80	TSO Environmental (0161)	80	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 7 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	The Secretary's Office (cont'd)		
81	TSO OA Enhancements OBJ 11 (0100)	77	Ongoing
82	TSO OA Replacements OBJ 10 (0099)	151	Ongoing
83	TOD Implementation Projects (0143)	1,973	Ongoing
84	IV & V - Major IT Development Projects (0162)	242	Ongoing
85	Capital Program Management System Maintenance II (0087)	250	Ongoing
86	OPCP - 12 Consultant Contract (0169)	2,200	Ongoing
87	Fiber Optic Installations (0203)	250	Ongoing



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	3.0	3.0	1.2	0.9	1.6	1.6	11.3
System Preservation Minor Projects	27.1	21.0	15.1	13.2	12.6	13.0	102.1
Development & Evaluation Program	2.1	2.1	0.2	-	-	-	4.4
SUBTOTAL	32.3	26.0	16.6	14.0	14.2	14.7	117.8
Capital Salaries, Wages & Other Costs	1.1	1.2	1.2	1.2	1.3	1.3	7.4
TOTAL	33.4	27.2	17.8	15.3	15.5	16.0	125.2
Special Funds	31.2	26.7	17.7	15.3	15.5	16.0	122.3
Federal Funds	2.2	0.6	0.1	-	-	-	2.8

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.

SMART GROWTH STATUS: [X] 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. 23)
DLS/POS Migration (Line 4, Item No. 22)

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

[X] Safety & Security
[ ] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	555	506	699	252	0	0	0	1,457	0
Total	4,307	2,850	506	699	252	0	0	0	1,457	0
Federal-Aid	1,771	941	506	324	0	0	0	0	830	0

0659

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: [X] 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: Project Core (MVA Line - 3)

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

[ ] Safety & Security
[ ] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: New Kiosks 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 enhances customer satisfaction.

STATUS: MVA customers currently complete more than 40% of core service transactions by using US mail, telephone, internet, kiosk, mobile office or County Treasurer office. A MVA web site redesign and additional options for renewing and obtaining a driver license via alternative service delivery systems are recent and current initiatives.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total cost increased by $2.3 million for performance monitoring, website enhancements and planned spending in FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,864	1,234	100	100	103	106	109	112	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,433	16,195	2,369	2,169	889	780	1,495	1,536	9,238	0
Total	27,297	17,429	2,469	2,269	992	886	1,604	1,648	9,868	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534

PROJECT: Project Core (Enterprise Management System)

DESCRIPTION: Project Core is an enterprise-wide IT project with an emphasis on modernizing the MVA IT infrastructure, replacing legacy systems and enhancing the agency's ability to provide customers and employees with a 360 degree view of their services and needs.

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: [X] 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 (MVA Line - 2)

STATUS: Project is currently in the early procurement phase. Operational governing boards were deployed--Program Management Office (PMO), Functional Governance, Enterprise Architecture, and Quality Management--to help the organization manage the life cycle of the project and provide organizational infrastructure for its success.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total cost increased by $2.1 million due to the addition of FY 2016 funding for planning.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,394	1,988	2,127	2,100	179	0	0	0	4,406	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	6,394	1,988	2,127	2,100	179	0	0	0	4,406	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0688

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

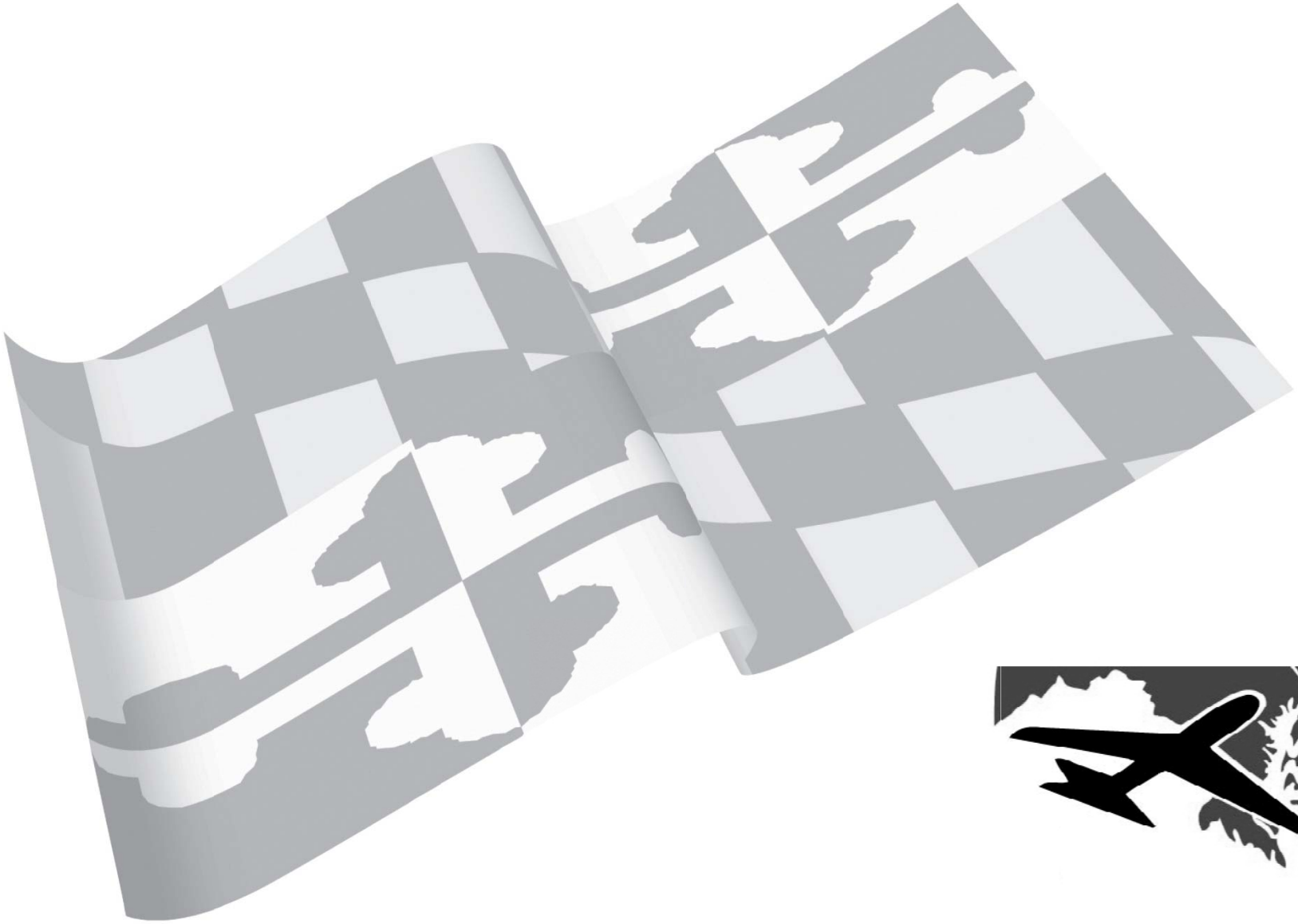
MOTOR VEHICLE ADMINISTRATION - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior		
	Building Improvements		
1	Parkville Express Office Modifications (0696)	249	Complete
2	Columbia Express Office Relocation (0674)	475	Complete
3	Salisbury Branch Renovation (0693)	2,959	Underway
4	Essex Branch Office Expansion (0675)	730	Underway
5	Building and Interior Modification (0598)	585	Ongoing
6	Comprehensive Planning Services (0536)	1,500	Ongoing
7	Environmental Management System Improvements (0668)	575	Ongoing
8	Glen Burnie Office Systems Preservation (0512)	941	Ongoing
9	OIR Office Systems Preservation (0698)	350	Ongoing
10	VEIP Preservation (0686)	1,423	Ongoing
11	Frederick Branch Renovation (0694)	1,600	Spring, 2015
	Information Technology		
12	Driver Law Test System (0695)	870	Complete
13	Inventory Management (0692)	333	Underway
14	Central Issuance (0772)	3,209	Underway
15	Data Loss Protection (0697)	700	Underway
16	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Underway
17	DIWS II (0684)	4,400	Underway
18	Performance Registration Information Systems Management (0778)	500	Underway
19	Business Process Reengineering (0699)	2,000	Ongoing
20	Central Document Processing System Preservation (0651)	700	Ongoing
21	Computer Equipment System Preservation (0645)	5,919	Ongoing
22	DLS/POS Migration (0681)	1,393	Ongoing
23	Security System Preservation & Improvement (0518)	402	Ongoing
24	System Preservation (0597)	3,094	Ongoing
25	Telecommunication System Preservation & Improvement (0545)	842	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)

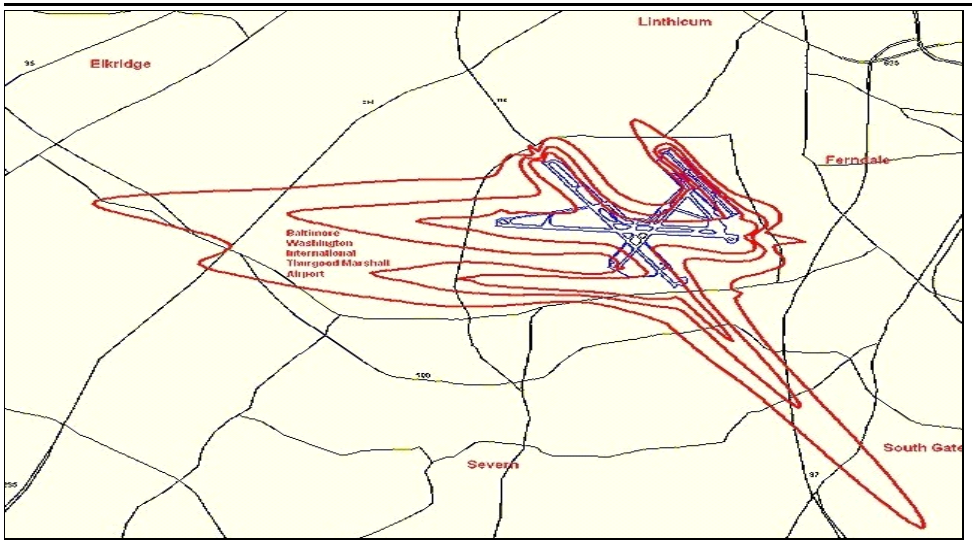
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Safety		
26	Maryland Highway Safety Office Bicycle Programs (0777)	64	Ongoing
	FY 2016		
	Building Improvements		
27	Building and Interior Modification (0598)	488	Ongoing
28	Comprehensive Planning Services (0536)	800	Ongoing
29	Environmental Management System Improvements (0668)	800	Ongoing
30	Glen Burnie Office Systems Preservation (0512)	900	Ongoing
31	VEIP Preservation (0686)	1,400	Ongoing
32	Glenmont Express Office Relocation (0676)	400	Summer, 2015
33	Watershed TMDL (0669)	1,225	Summer, 2015
	Information Technology		
34	Business Process Reengineering (0699)	2,000	Ongoing
35	Central Document Processing System Preservation (0651)	500	Ongoing
36	Computer Equipment System Preservation (0645)	3,075	Ongoing
37	DLS/POS Migration (0681)	1,434	Ongoing
38	Security System Preservation & Improvement (0518)	804	Ongoing
39	System Preservation (0597)	2,094	Ongoing
40	Telecommunication System Preservation & Improvement (0545)	700	Ongoing
	Safety		
41	Maryland Highway Safety Office Bicycle Programs (0777)	21	Ongoing



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	130.5	161.3	78.4	0.9	0.9	0.9	372.9
System Preservation Minor Projects	74.8	39.5	25.4	29.6	28.6	27.2	224.9
Development & Evaluation Program	7.7	8.1	0.7	-	-	-	16.6
SUBTOTAL	213.0	208.9	104.5	30.5	29.5	28.1	614.5
Capital Salaries, Wages & Other Costs	6.1	6.1	6.1	6.1	6.1	6.1	36.6
TOTAL	219.1	215.0	110.6	36.6	35.6	34.2	651.1
Special Funds	95.6	88.0	54.2	30.6	29.6	29.9	328.0
Federal Funds	34.1	25.2	4.3	4.3	4.3	4.3	76.5
Other Funding *	89.3	101.8	52.1	1.7	1.7	-	246.6
Other Funding Breakdown*							
CFC	2.4	-	-	-	-	-	2.4
PFC	28.8	45.7	52.1	1.7	1.7	-	130.0
PFC Bond	52.7	56.1	-	-	-	-	108.8
TSAOTA	5.4	-	-	-	-	-	5.4
	89.3	101.8	52.1	1.7	1.7	-	246.6



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Homeowner Assistance Program -- Line 2

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

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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.

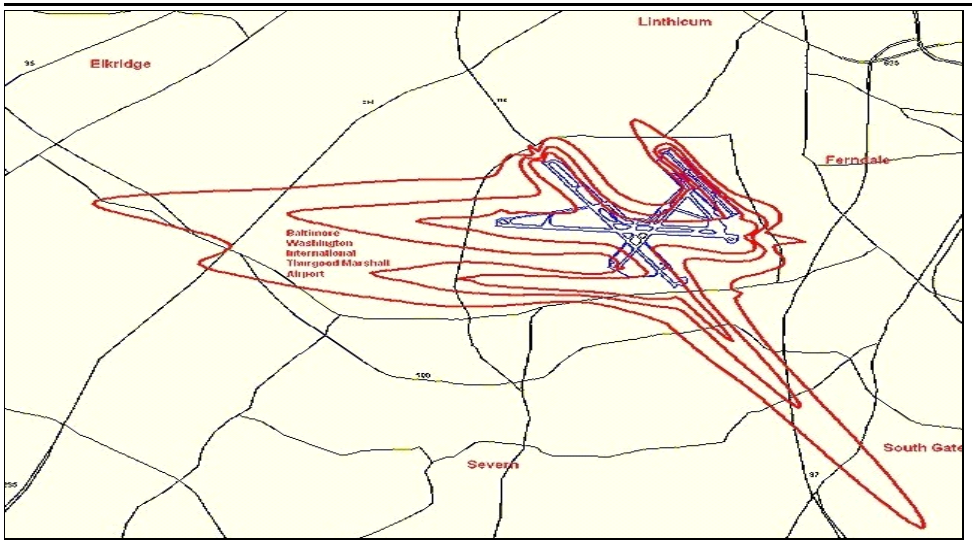
STATUS: Historical acquisition of properties completed several years ago.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Overall estimated cost decrease of $5.6 million is the result of MAA reimbursing the federal share of two Noise Land Re-Use Plan properties and offsetting credit to federal funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	33,814	33,814	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	33,863	33,863	0	0	0	0	0	0	0	0
Federal-Aid	13,889	13,889	0	0	0	0	0	0	0	0

1001



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 avigation 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.

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

- [X] 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

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

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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

STATUS: MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2014.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project delayed from FY 14 to FY 15 pending FAA approval of updated noise maps.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	937	937	937	937	936	936	5,620	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,573	22,938	940	940	940	940	939	936	5,635	0
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

1002

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS: Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 4.
Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 5.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Construction began Summer 2012. Runway 10-28 RSA and pavement rehabilitation complete August 2013. Amtrak obstructions modifications, property acquisitions, Runway 10-28 NAVAIDS and a portion of Taxiway C will continue into 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increase of $6.3 million results from a $1.5 million cost reduction for Runway 10-28 completion, and bid increases for NAVAID infrastructure ($3.0 million) and Taxiway C ($4.8 million).

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	147	147	0	0	0	0	0	0	0	0
Engineering	10,726	8,711	1,576	439	0	0	0	0	2,015	0
Right-of-way	503	8	495	0	0	0	0	0	495	0
Construction	59,503	43,605	3,793	8,821	3,284	0	0	0	15,898	0
Total	70,879	52,471	5,864	9,260	3,284	0	0	0	18,408	0
Federal-Aid	22,060	19,715	1,437	908	0	0	0	0	2,345	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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 3.
Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 5.

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. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Runway 15R-33L project status: - Kitten Branch Stream Diversion completed in March 2013. - Deicing pad construction completed in November 2013. - Standards Compliance Earthwork completed in June 2014. - RSA and pavement rehabilitation underway with a Fall 2015 completion.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increase of $2.5 million resulting from bids and project completions in 2014.

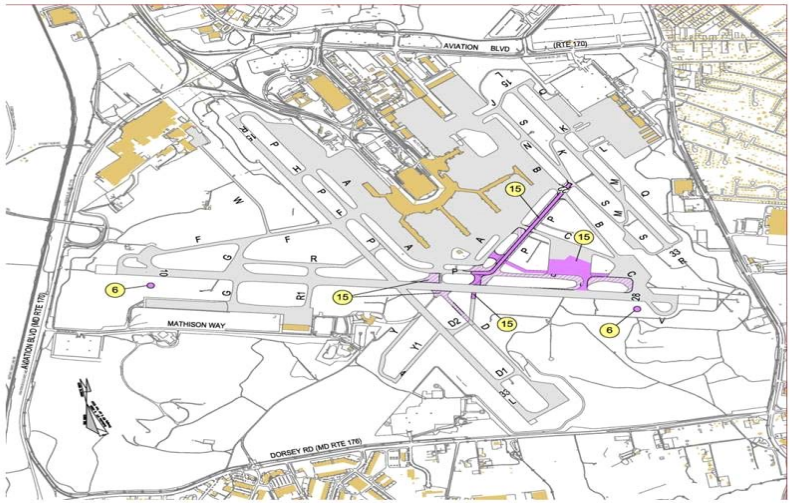
USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	27,547	24,897	1,683	806	161	0	0	0	2,650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	125,170	52,208	50,843	22,119	0	0	0	0	72,962	0
Total	152,717	77,105	52,526	22,925	161	0	0	0	75,612	0
Federal-Aid	40,132	18,565	21,567	0	0	0	0	0	21,567	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, taxilanes, 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 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 3.
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 4.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Runway 15L-33R RSA improvements are underway. Conversion of Runway 4-22 into new Taxiway P construction to start early 2015 and complete in FY 2017.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increase of $37.2 million due to compliance with FAA guidelines and project bids received in 2014.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,112	7,047	680	385	0	0	0	0	1,065	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	109,858	6,166	26,053	55,808	21,831	0	0	0	103,692	0
Total	117,970	13,213	26,733	56,193	21,831	0	0	0	104,757	0
Federal-Aid	31,873	347	9,203	22,323	0	0	0	0	31,526	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: 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, roof replacement, 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.

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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

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. BWI Marshall supports the movement of people, goods and State economy.

STATUS: B/C Connector and Security Checkpoint opened to use April 2013. Concourse C Widening complete June 2014. Post construction activities will continue through FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increase of $2.3 million covers post-construction activities.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,072	1,072	0	0	0	0	0	0	0	0
Engineering	15,725	11,629	4,096	0	0	0	0	0	4,096	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	96,311	88,084	8,227	0	0	0	0	0	8,227	0
Total	113,108	100,785	12,323	0	0	0	0	0	12,323	0
Federal-Aid	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.
9862, 9863, 9865, 9866, 9867, 9868, 9869, 9870, 9878,
9879, 9880, 9882, 9883, 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 conversion of the existing Concourse D and E entrances into egress space, baggage screening improvements, 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 concourses without the need to exit and return through security.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

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. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Enabling projects are underway. Construction to start January 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	460	446	14	0	0	0	0	0	14	0
Engineering	7,821	6,923	898	0	0	0	0	0	898	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	117,996	225	20,735	51,307	45,729	0	0	0	117,771	0
Total	126,277	7,594	21,647	51,307	45,729	0	0	0	118,683	0
Federal-Aid	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.
2007, 2009, 9702, 9703, 9705

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Construction start January 2014 with completion in Fall 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

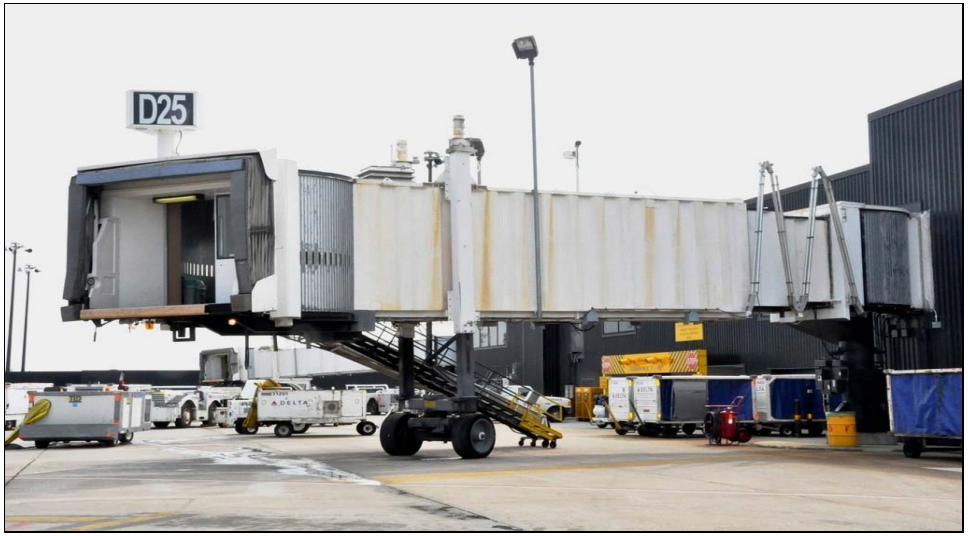
USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,320	976	344	0	0	0	0	0	344	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,483	422	3,153	4,908	0	0	0	0	8,061	0
Total	9,803	1,398	3,497	4,908	0	0	0	0	8,405	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1270



PROJECT: Loading Bridge Replacement Program at BWI Marshall Airport

DESCRIPTION: This project consists of the purchase and installation of 13 new passenger loading bridges. All new passenger loading bridges on common use gates are being equipped with PCAir, 400 HZ power units and bag slides.

PURPOSE & NEED SUMMARY STATEMENT: These passenger loading bridges are designated as replacements of existing loading bridges which have reached or exceeded their useful life, as well as those required for onging capital improvements. The replacement of the loading bridges is essential to supporting the safe movement of passengers on and off aircraft using terminal facilities.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Replacement of the aged passenger loading bridges supports the safe movement of passengers on and off aircraft. The addition of PCAir and 400 HZ power units will facilitate alternative fuel usage and improve air quality. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Construction began Fall 2014.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

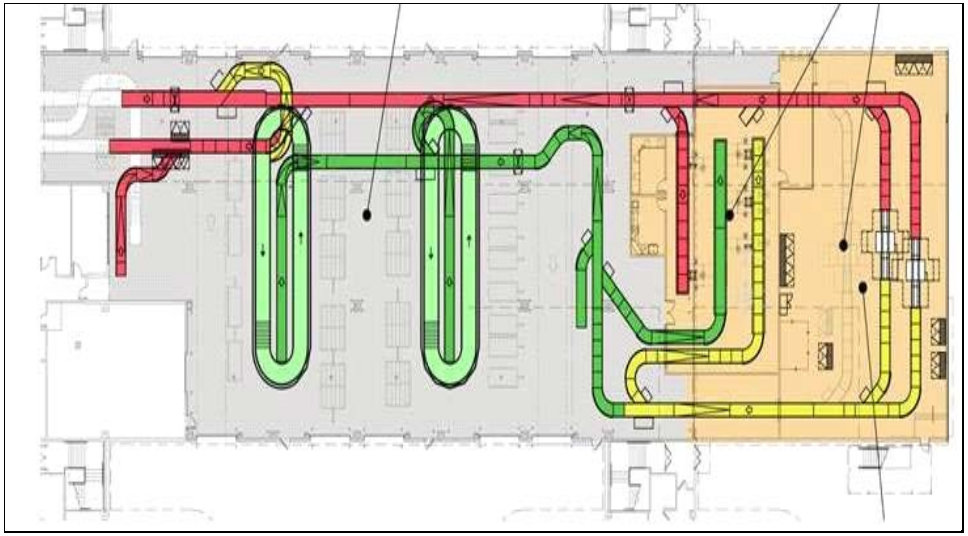
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,797	402	375	582	438	0	0	0	1,395	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,683	1	3,264	4,870	2,548	0	0	0	10,682	0
Total	12,480	403	3,639	5,452	2,986	0	0	0	12,077	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue.
2015, 9701

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: International Checked Baggage Inspection System at BWI Marshall Airport

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a more integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, equipment, and baggage makeup area.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected international airline departure flight schedules is dependent upon attaining the maximum utilization of bag screening technology.

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

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

ASSOCIATED IMPROVEMENTS:
International Building Expansion - System Preservation Minor Projects Program

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project enhances compliance with Federal Aviation Administration Part 139 SIDA and safety regulations through modernization of baggage screening processes. In addition, the improvements provide the ability to maintain 100 percent electronic baggage screening while achieving the necessary capacity to meet projected airline departure flight schedules. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Project advertised November 2014. Construction to start in early 2015.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	512	0	161	314	37	0	0	0	512	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,488	0	2,075	9,986	3,427	0	0	0	15,488	0
Total	16,000	0	2,236	10,300	3,464	0	0	0	16,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8997

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program. Formerly part of the Terminal Modernization Program.

USAGE: Accommodate projected annual passenger growth.

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

PROJECT: International Concourse Extension at BWI Marshall Airport

DESCRIPTION: This project consists of extending the Concourse E international terminal by two gates to accommodate up to five aircraft arrivals. The work includes constructing a new aircraft parking apron; adding passenger boarding bridges with PC Air/400 HZ capability; stormwater management improvements; extending the existing building and IT systems; and connecting arriving passengers to the Customs and Border Protection facilities. The project also includes demolition and replacement of the Commuter Concourse with remain overnight aircraft parking positions.

JUSTIFICATION: The greatest potential growth in airline service at BWI Marshall is in international markets. While domestic services continue to thrive at BWI Marshall, US based airlines are looking to expand their business into international markets, and international carriers are seeking more access to US destinations. While the D/E Connector project offers some additional gate capacity to handle expected growth, projections for peak period gate utilization indicate the need for the extension of the international concourse.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Preliminary planning and design underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	286	0	286	0	0	0	0	0	286	0
Engineering	12,986	0	5,743	7,243	0	0	0	0	12,986	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,272	0	6,029	7,243	0	0	0	0	13,272	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2047, 2048

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the D&E Program

USAGE: Accommodate projected annual passenger growth.

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

PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 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 5050.4B, 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment to complete in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,856	766	1,090	0	0	0	0	0	1,090	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	1,856	766	1,090	0	0	0	0	0	1,090	0
Federal-Aid	259	258	1	0	0	0	0	0	1	0

2010, 2011, 2012

PROJECT: Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) to be completed by 2020.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4B, 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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: BWI Marshall revision of the Airport Layout Plan submitted to the FAA in December 2014. Scoping of requirements has begun.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	419	906	675	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	419	906	675	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003

PROJECT: Exit Lane Technology at BWI Marshall Airport

DESCRIPTION: This project provides for the evaluation, planning and preliminary engineering of potential options for automating deplaning passenger exit lane monitoring across the airport.

JUSTIFICATION: Under the Aviation and Transportation Security Act, Public Law 107-71 of November 2001, the Transportation Security Administration (TSA) assumed responsibility for staffing exit lanes at airports across the country. TSA has proposed an amendment to the Airport Security Program that would require airport operators to assume access control responsibility at exit lanes controlled by TSA. This project will identify technology to assist BWI Marshall in providing adequate safeguards to prevent unauthorized entry to secure areas.

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

- [X] 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 design start.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project delayed from FY 14 to FY 15 due to changes in TSA regulations.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	200	0	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2028

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior		
	Airport Technology		
1	Permanent Noise Monitoring System Replacement (7405)	1,515	Spring, 2015
2	Airport Project Administration System (AirPass) (2040)	883	Summer, 2015
3	BWI - CDC Phase 2 - Statewide System Access (2042)	1,049	Underway
4	BWI Radio Console Replacement (2036)	1,779	Underway
5	Airport Road Electronic Signage Repl (2044)	200	Fall, 2015
6	Hourly Garage Parking Guidance System Upgrade (1931)	935	Fall, 2015
7	IT Equipment (1456)	14,971	Ongoing
8	Conc C LL IT Systems Room Expansion (2049)	2,916	Underway
	Airside Development		
9	Comprehensive Paving FY 2013 (1908)	12,034	Underway
10	United Deicing Storage Tank Relocation (2034)	83	Complete
11	BWI Noise Exposure Map (1913)	267	Underway
12	BWI New Air Traffic Control Tower (1939)	154	Underway
	Annual		
13	Wildlife Mitigation (2006)	5	Complete
14	Roadway Sign Structure Inspection (1906)	23	Underway
15	Wildlife Deterrent Unit Inspections (1904)	20	Underway
16	Bridge Inspection (SHA Consultant) (1023)	1,288	Ongoing
17	Real Estate Administrative Services (7019)	311	Ongoing
18	Real Estate Property Services (7018)	230	Ongoing
19	Parking Garage Structure Inspection (1463)	468	Ongoing
20	Utility Designating (2017)	107	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Baltimore/Washington		
21	Wildlife Management Plan (1181)	1,201	Complete
22	Comp Arch Eng Design Services (7015)	3,419	Complete
23	Comprehensive AIT Services (1291)	335	Complete
24	Wildllife Hazard Assessment (1903)	45	Complete
25	BWI Hotel (2008)	451	Complete
26	Comp Arch Eng Design Services (1912)	318	Underway
27	Comp Acoustical Services Contract (1918)	803	Underway
28	Comp Arch Eng Design Services (1915)	2,515	Underway
29	Capital Financial Services (2018)	521	Underway
30	Prof Services GIS, SUE and Engineering Data (2016)	876	Summer, 2015
31	Wildlife Management Services (2019)	565	Underway
32	Comp Profressional Program Mgmt (1916)	414	Underway
33	MBE Support Services (1950)	100	Underway
34	Comp Airport Planning Services (1949)	418	Underway
35	Comp Airport Planning Services (1951)	400	Underway
36	Comp Arch Eng Design Services (1955)	100	Underway
37	Comp Arch Eng Design Services (1956)	100	Underway
38	Comp Arch Eng Design Services (1957)	100	Underway
39	Comp Arch Eng Design Services (1958)	100	Underway
40	Comp Commercial Facilities & Business Planning Services (1274)	190	Underway
41	Comp Const Mgmt Services (1952)	127	Underway
42	Comp Construction Mgmt & Inspection (1953)	400	Summer, 2015
43	Comprehensive AIT Services (1292)	200	Underway
44	Pavement Management BWI/MTN (1943)	850	Underway
45	Fire Protection Engineer Services (1173)	461	Ongoing
46	Comp Construction Mgmt & Inspection (7016)	3,392	Ongoing
47	Building Permits and Inspections (1390)	1,037	Ongoing
48	Comp Airport Planning Services (1901)	4,665	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
49	Comp Construction Mgmt & Inspection (8016)	904	Ongoing
50	Comp Environmental Planning (1900)	3,214	Ongoing
	Consol Rental Car Facility		
51	CRCF Garage Improvements (1971)	2,581	Complete
52	CRCF Signage Revisions (1975)	233	Complete
53	CRCF Walkway to Tenant Parking (1976)	725	Complete
54	CRCF Bus Fleet Refurbishment (1972)	1,082	Underway
55	CRCF - New Tenant Access Road and Walkway (1978)	669	Spring, 2015
56	CRCF Bus Maintenance Facility Improvements (1979)	200	Fall, 2015
	Environmental Compliance		
57	Terminal Environmental Mitigation (8105)	270	Ongoing
58	Comp Environmental Compliance (9407)	3,319	Ongoing
59	Comp Environmental Compliance (9408)	1,204	Ongoing
	Equipment		
60	Equip Repl - Sweeper Trucks (3) (1996)	798	Complete
61	MTN Equip Repl - Dump Truck #9777 (1987)	128	Complete
62	MTN Equip Repl - Dump Truck #9778 (1988)	128	Complete
63	MTN Equip Repl - Tractor #9898 (1989)	68	Complete
64	MTN Snow Equip Repl - Front End Loader #9755 (1980)	147	Complete
65	MTN Snow Equip Repl - Front End Loader #9756 (1981)	242	Complete
66	Snow Equip New - Rollover Plow Blades (2) (1998)	81	Complete
67	Snow Equip Repl - Runway Blowers (3) (1995)	1,161	Complete

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Equipment (cont'd)		
68	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,390	Underway
69	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	1,080	Underway
70	ARFF Equip Repl - Ambulance Unit #30094 (1994)	258	Underway
71	Fuel Farm Backup Generator (2051)	200	Underway
72	Snow Equip - Multi Task Snow Removal Units (2) (1983)	700	Underway
73	Snow Equip - New Edge Light Plow (1984)	427	Underway
74	Snow Equip New - Edge Light Plow (1) (1997)	607	Underway
	Landside Development		
75	Terminal Road Overhead Sign Structure Replacement (2020)	799	Complete
76	Parking Lot Bus Shelter Replacement (2021)	2,998	Complete
77	BWI Hotel - Former Four Points (2038)	2,720	Underway
78	Long Term Parking Lot B Pavement Rehab Ph 1 (2029)	1,333	Complete
79	Air Cargo Drive North Pavement Rehabilitation (2030)	2,207	Complete
80	MAA 991 Leasehold Improvements (9501)	370	Underway
81	Daily Garage Inspection Repairs (1921)	2,778	Underway
82	MD 170 Sign Changes (2050)	802	Underway
	Martin State		
83	MTN Public Parking Area Pavement Rehab (2031)	947	Complete
84	MTN Overhead Voltage Pole Replacements (2046)	578	Complete
85	MTN - Corporate Hangar Roof Replacement (2043)	2,035	Underway
86	MTN Trailer Replacement (2052)	130	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

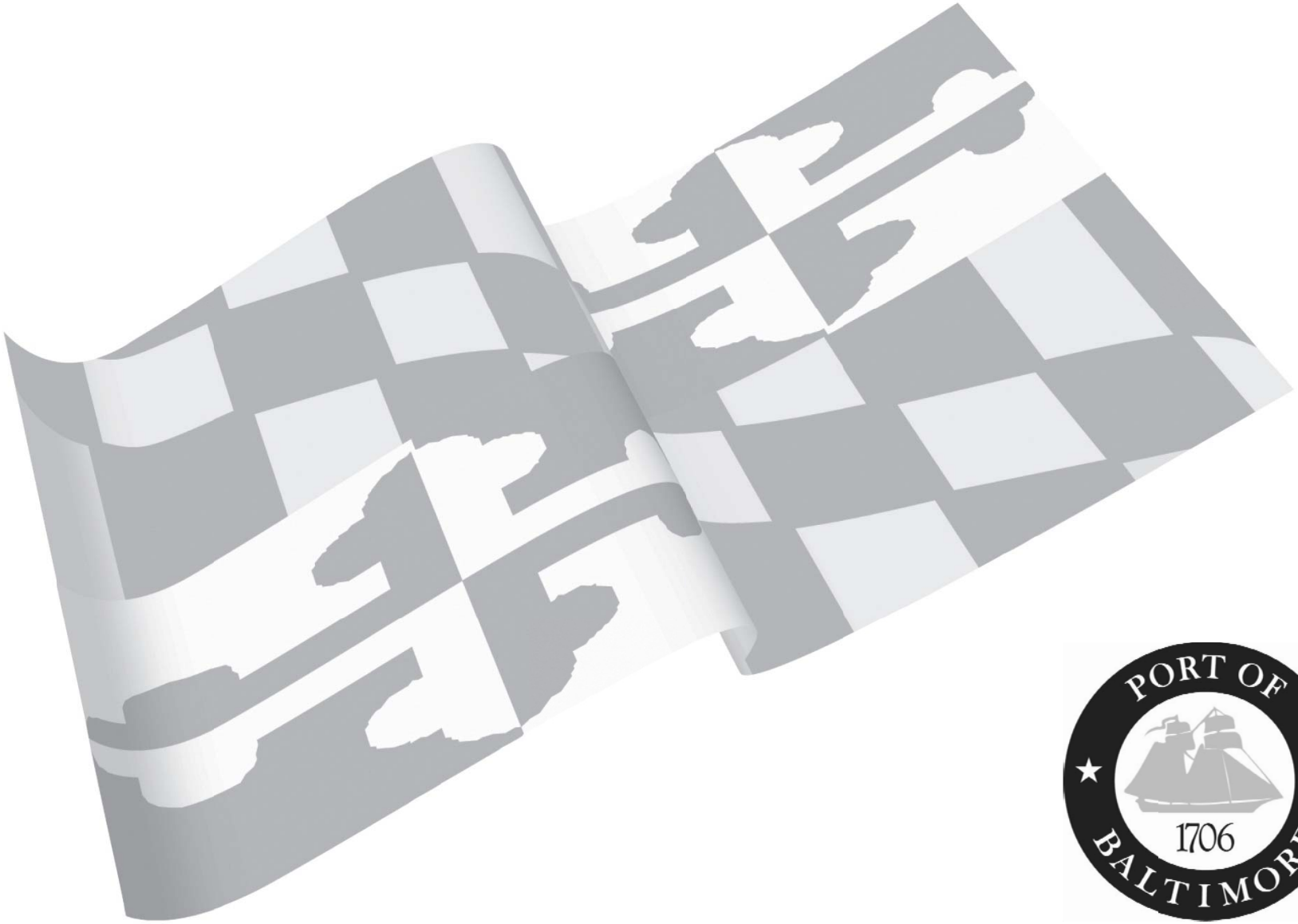
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Regional Aviation		
87	Aid to Public/Private Airports (MAPA-90%) (1106)	1,750	Underway
88	MAA Regional Aircraft Avionics Upgrade (2055)	50	Underway
89	Regional Aviation Program (1107)	600	Underway
90	Statewide Aviation Grants (AIP-5%) (1105)	1,250	Underway
	Security		
91	Security Initiatives (1298)	9,808	Ongoing
92	TSA Piers A/B Bag Screening Equip Replacement (8998)	4,881	Underway
93	TSA Baggage Screening Improvements Ph 2 (8999)	1,476	Complete
	Terminal Development		
94	County Sewer and Water Capital Improvements (1028)	10,400	Ongoing
95	Terminal Improvement Project (7017)	7,833	Underway
96	Terminal Leasehold Modifications (7500)	2,143	Complete
97	FAA Control Tower Glass Replacement (1940)	2,490	Complete
98	Advance Construction Costs (9020)	2,773	Complete
99	Miscellaneous Structural Improvements (2022)	662	Complete
100	Observation Gallery & C Corridor Improvements (9881)	1,975	Complete
101	Terminal Interior / Exterior Modifications (2014)	10,395	Complete
102	ADA Restroom Access and Improvements (9418)	1,003	Complete
103	Conc C Holdroom Improvements (2035)	188	Complete
104	MER 3-4 Sanitary Sewer Line Evaluation and Remediation (2024)	1,314	Complete
105	Terminal Wide Restroom Mirror Replacement (2041)	481	Complete
106	Lease Agreement Assets (9884)	1,779	Underway
107	BWI and MTN Facility Improvements (2039)	534	Underway
108	International Buildiing Expansion (9700)	7,958	Fall, 2015

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Terminal Development (cont'd)		
109	NT Substation Replacements (2032)	7,650	Underway
110	Terminal Interior / Exterior Modifications (2114)	5,122	Underway
111	Central Terminal Elevator Upgrade (2033)	844	Underway
112	Common Use Domestic Facilities (7503)	1,523	Underway
113	Concourse B International Ticket Counters (2054)	5,000	Underway
114	Mobile Lounges (9697)	982	Underway
115	Terminal and ARFF Glass Improvements (2045)	1,636	Underway
116	Terminal Office Relocation Phase 3 (9013)	3,498	Spring, 2015
117	Terminal Utilities & Safety Improvements (9696)	3,043	Underway
118	Facility Management Program (7600)	597	Ongoing
119	Utilities Connection (7020)	285	Ongoing
	FY 2016		
	Airside Development		
120	ARFF Station HVAC Replacement (1927)	172	Fall, 2015
	Annual		
121	Comprehensive Regional Air Passenger Survey (1486)	100	Summer, 2015
	Baltimore/Washington		
122	BWI Aerial Photogrammetry & Airspace Analysis (1959)	326	Summer, 2015
	Equipment		
123	ARFF Equip Repl - Ambulance (2000)	325	Summer, 2015

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	Equipment (cont'd)		
124	ARFF Equip Repl - Tower Unit (1999)	1,200	Summer, 2015
125	Operating Vehicles - FY 2016 (2053)	223	Summer, 2015
126	Snow Equip Repl - Dump Trucks (2) (2002)	326	Summer, 2015
127	Snow Equip Repl - Front End Loaders (4) (2001)	1,316	Summer, 2015
128	Snow Equip Repl - Tandem Dump (2004)	163	Summer, 2015
129	Snow Equip Repl - Vbox Spreader Truck (2003)	75	Summer, 2015
	Martin State		
130	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2015
131	MTN Air Traffic Control Tower (1121)	950	Summer, 2015
132	MTN Obstruction Removal (9431)	319	Summer, 2015
	Regional Aviation		
133	Aid to Public/Private Airports (MAPA-90%) (1106)	2,000	Summer, 2015
134	Regional Aviation Program (1107)	600	Summer, 2015
135	Statewide Aviation Grants (AIP-5%) (1105)	1,250	Summer, 2015
	Terminal Development		
136	Air Handler 6 and 7 Replacement (9698)	652	Summer, 2015
137	BWI Motor Control Centers 1 through 7 Replacement (1925)	311	Fall, 2015
138	New North Terminal Substation NT - D1 (9699)	3,500	Underway
139	Terminal Space Frame Painting (1926)	496	Fall, 2015



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	56.1	105.5	195.0	103.7	117.0	60.2	637.5
System Preservation Minor Projects	24.0	36.0	66.8	29.1	43.3	36.4	235.7
Development & Evaluation Program	11.1	12.3	9.7	7.3	10.5	12.0	62.9
SUBTOTAL	91.1	153.9	271.4	140.1	170.9	108.6	936.0
Capital Salaries, Wages & Other Costs	6.2	5.6	5.8	5.9	5.9	5.9	35.3
TOTAL	97.3	159.5	277.2	146.0	176.8	114.5	971.3
Special Funds	93.9	155.5	272.8	146.0	176.8	114.5	959.5
Federal Funds	3.4	4.0	4.4	-	-	-	11.8

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 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
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: Dredge Material Placement Monitoring -- Line 2
Dredge Material Program -- Line 11

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

☐ Safety & Security
☐ System Preservation
☐ Quality of Service
☒ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

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 2014 - 19 CTP: The program was increased by $3.7 million due to the addition of FY 20. Funds are added to the program to meet future operating costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,972	6,594	245	326	333	546	458	470	2,378	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,987	63,139	4,400	4,398	9,185	7,817	5,072	3,976	34,848	0
Total	106,959	69,733	4,645	4,724	9,518	8,363	5,530	4,446	37,226	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003

PROJECT: Dredge Material Placement and Monitoring

DESCRIPTION: This program` 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 identifies 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 1,900 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: [X] 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 11
Masonville Vessel Berth - Line 8

STATUS: The MPA continues to evaluate alternative dredge material placement sites. Masonville Dredge Material Placement Facility is accepting dredge material.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The total program decreased by $45.8 million due to a revised dredging schedule.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	38,655	16,349	1,325	6,260	4,881	8,164	1,209	467	22,306	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	767,960	360,010	21,896	61,206	131,033	59,841	93,754	40,220	407,950	0
Total	806,615	376,359	23,221	67,466	135,914	68,005	94,963	40,687	430,256	0
Federal-Aid	700	0	350	350	0	0	0	0	700	0

1900, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5260, 5305, 5309, 5418

PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4) and Phase III (Berth 3).

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. Phase II funds activity at Berth 4; Phase III funds Berth 3 (and a portion of Berth 2).

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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Funding of this project allows vessels with deeper drafts to make 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. Berths 1- 4 recently received urgent repairs. Berth 4 rehabilitation is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: This program increased by $29.7 million due to the addition of Phase III for the Berth 3 Reconstruction project.

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	82,993	28,993	8,220	8,619	14,161	15,000	8,000	0	54,000	0
Total	83,398	29,398	8,220	8,619	14,161	15,000	8,000	0	54,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158, 3181

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: iCCTV coverage expansion and upgrades; intrusion beam barrier installation; access control installation at North Locust Point Terminal; and the placement of mobile security booths.

PURPOSE & NEED SUMMARY STATEMENT: 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

- [X] 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:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: These projects will enhance the security of MPA terminals as required by the Maritime Transportation Security Act of 2002

STATUS: The MPA was awarded two federal FY 14 Port Security Grants. The grants are CCTV Video Analytics and Cyber Vulnerability Assessment.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	326	76	250	0	0	0	0	0	250	0
Construction	43,753	41,620	800	633	700	0	0	0	2,133	0
Total	44,079	41,696	1,050	633	700	0	0	0	2,383	0
Federal-Aid	20,611	20,357	254	0	0	0	0	0	254	0

1062, 1093, 1619, 1646, 1765, 1767, 1768, 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 91 departures are scheduled for the 2014 cruise season. Current projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; and erect new cruise entrance which will improve vehicular circulation

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

- [X] 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:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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.

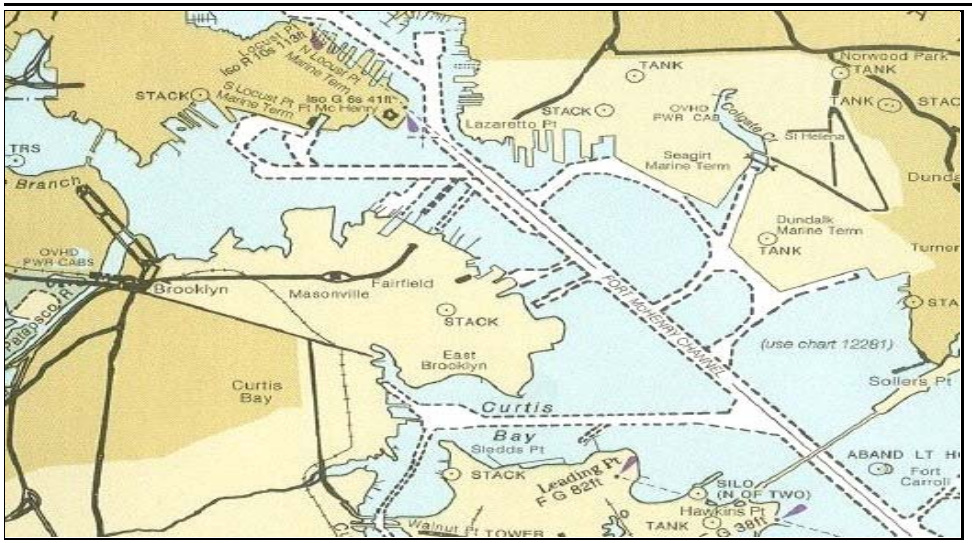
STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,284	450	794	4,905	135	0	0	0	5,834	0
Total	6,284	450	794	4,905	135	0	0	0	5,834	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1628, 1635, 1637, 1640, 1641, 1644



PROJECT: Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land adjacent to or in the vicinity of existing Marine Terminals at the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The desired parcels will allow for greater capacity at existing marine terminals and will be used to store cargo and equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

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

- [X] 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:**

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Purchase of property adjacent to existing terminal allows the MPA to increase RoRo and automobile activity in the Port of Baltimore. The increase activity will have a positive impact on local and statewide jobs.

STATUS: The MPA is engaged in negotiations and performing environmental remediation.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	15,843	8,526	77	0	7,240	0	0	0	7,317	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,843	8,526	77	0	7,240	0	0	0	7,317	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080

PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), MDE directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal (DMT). 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. The CMAA was approved by MDE in July 2012.

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

- [X] 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:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Remediation of the affective areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor.
The application of Corrective Measures 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.

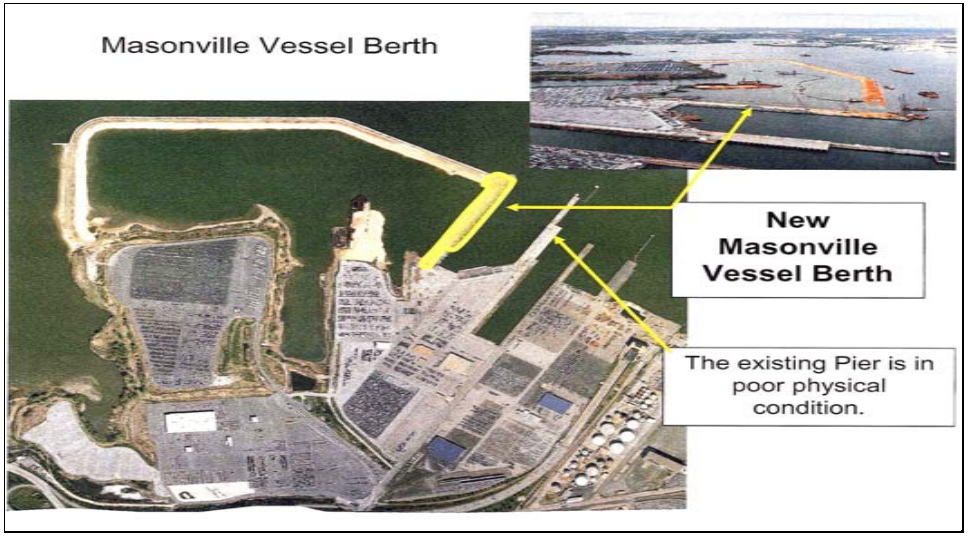
STATUS: The Corrective Measures Alternative Analysis was approved by Maryland Department of the Environment in July 2012. Corrective actions are underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The program increased by $5.0 million due the change in the scope of the COPR related projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,316	507	243	109	112	112	115	118	809	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	76,328	30,254	4,157	4,440	4,878	9,251	8,412	14,936	46,074	0
Total	77,644	30,761	4,400	4,549	4,990	9,363	8,527	15,054	46,883	0
Federal-Aid	15	15	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-feet 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 2013 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS: Dredge Material Placement and Monitoring - Line 2
Port of Baltimore Export Expansion Project -- Line 9

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The dredging component of this project will allow larger ships to access Port of Baltimore marine terminals. Cargo storage and rail capacity will be enhanced at Fairfield and Seagirt Marine Terminals. The filling of the Fairfield Wet Basin will avoid the cost of replacing the basin's bulkhead.

STATUS: Construction will be completed during FY 15.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,845	22,261	584	0	0	0	0	0	584	0
Total	22,845	22,261	584	0	0	0	0	0	584	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1760

PROJECT: Port of Baltimore Export Expansion Project

DESCRIPTION: MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage. The scope of the contract has increased to accomplish similar additional work at the Fairfield (Beverley Slip) and South Locust Point terminals (Fruit Slip).

PURPOSE & NEED SUMMARY STATEMENT: The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it is expanded in 2016. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land at Fairfield Marine Terminal, which is needed for cargo storage (and cost avoidance to replace failing bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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

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

ASSOCIATED IMPROVEMENTS: Masonville Vessel Berth Construction -- Line 8

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads.

STATUS: Environmental impact statements are being prepared as the final grant requirement before construction is approved. Dredging should start in early 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: This program increased by $9.7 million due to expanded configuration of this project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,857	252	13,065	11,139	12,451	1,950	0	0	38,605	0
Total	38,857	252	13,065	11,139	12,451	1,950	0	0	38,605	0
Federal-Aid	10,000	0	2,500	3,368	4,132	0	0	0	10,000	0

2711, 2712, 5239

PROJECT: Pearce Creek Waterline Project

DESCRIPTION: The project will construct a waterline from Cecilton to communities near the Pearce Creek Dredged Material Containment Facility (DMCF) in Cecil County. The waterline provides potable water to areas adversely affected by Corps of Engineers dredged material placement in the Pearce Creek DMCF. The Pearce Creek Waterline Project is constructed with the assistance of an MDOT Secretary's Grant.

PURPOSE & NEED SUMMARY STATEMENT: A liner for the Pearce Creek DMCF is to be funded and constructed by the Corps of Engineers. The waterline is needed to support reopening of the DMCF for material taken from the C&D Canal and approach channels.

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

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

ASSOCIATED IMPROVEMENTS: Dredge Material Management Program - Line 10

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

☐ Safety & Security
☐ System Preservation
☐ Quality of Service
☒ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: This project plays an integral role in the reactivation of the Pearce Creek DMCF. Dredge material collected from the C&D Canal and placed in the Pearce Creek DMCF will save the State millions of dollars of its share of transporation cost to alternative placement locations such as Poplar Island.

STATUS: The waterline is in the design and permitting phase. This project is expected to be advertised in late calendar year 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,184	0	0	3,500	9,684	1,000	0	0	14,184	0
Total	14,184	0	0	3,500	9,684	1,000	0	0	14,184	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5250

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: [X] 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.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: This program increased by $2.1 million due to the addition the FY 20 allocation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	87,720	53,665	6,296	6,080	3,168	3,601	6,783	8,127	34,055	0
Engineering	49,033	22,771	3,066	5,830	6,112	3,650	3,751	3,853	26,262	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,478	935	1,706	437	400	0	0	0	2,543	0
Total	140,231	77,371	11,068	12,347	9,680	7,251	10,534	11,980	62,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5217, 5220, 5224, 5308, 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 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior		
	All Terminals		
1	Concrete Deck Repair III (1821)	673	Complete
2	Paving Repair VII (1766)	3,059	Complete
3	Fendering Redesign and Replacement (1129)	470	Complete
4	Hawkins Point O&M (1707)	13,155	Underway
5	Storm Water Pollution Prevention (1410)	28	Underway
6	EPC Capital Projects (1829)	100	Underway
7	Agency Wide Berth Substructure Repairs V (1830)	4,924	Underway
8	Demolition 3 Cranes (1835)	1,855	Underway
9	GIS Deployment (1851)	600	Underway
10	Paving Repair VIII (1836)	3,952	Underway
11	Environmental Mitigation Maintenance (1743)	300	Underway
12	Pricing Contingency Change (1742)	597	Underway
13	MARAMA Dray Truck Program (1831)	300	Ongoing
14	Open Ended Building Maintenance Contract (1832)	400	Ongoing
15	Agency Wide Berth Substructure Repairs VI (1839)	10,000	Spring, 2015
	Dundalk Marine Terminal		
16	DMT High Voltage Feeder (1123)	4,053	Complete
17	High Mast Lighting - APM area DMT (1112)	874	Complete
18	Berth 6/7 Rail Rehabilitation (1135)	1,100	Complete
19	Heavy Load Pads Berth 12 (1137)	2,118	Complete
20	Shed 4 Door Repair (3159)	10	Complete
21	Mobile Crane - DMT (3156)	3,250	Complete
22	Berth 11-13A Row Pile Replacement (3157)	268	Underway
23	Building 91A HVAC Replacement - EPC Program (3135)	112	Underway
24	Rehabilitation of Portions of Dunmar - Police HQ (3144)	983	Underway
25	Bldg 91A Roof and Siding Replacement; Generator (3129)	1,404	Underway

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Dundalk Marine Terminal (cont'd)		
26	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,347	Underway
27	DMT Variable Message Sign Replacement (3164)	30	Underway
28	Rail Car Reader (3069)	63	Underway
29	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	10,000	Spring, 2015
30	Highmast Lights - Lot 1300 DMT (1143)	380	Spring, 2015
	Facilities and Equipment		
31	Crane Harness Repair (3057)	105	Complete
32	Mobile Restroom Trailers (3064)	146	Complete
33	Fender Replacement Program (3147)	591	Underway
34	Crane Elevator Rehabilitation (3056)	180	Underway
35	Dump Truck FY 14 (3060)	402	Underway
36	Railroad Crane Inspection and Construction (3106)	450	Underway
37	Rebuild Diesel Engines - Cranes 7 & 8 (3061)	250	Underway
38	Replace Electrical Crane 11 - DMT (3059)	397	Underway
39	Sprinkler Repairs (3038)	146	Ongoing
40	Four New Crane Spreaders - DMT (3231)	600	Spring, 2015
41	Maintenance Boat (3063)	250	Spring, 2015
42	Paceco Crane Rehabilitation (3066)	220	Spring, 2015
43	PLC & Drive for Crane # 6 - DMT (3232)	450	Spring, 2015
44	Rehabilitation of Big Red Crane (3065)	200	Spring, 2015
45	Replace Dynamic Resistors in Crane 7 & 8 (3062)	150	Spring, 2015
	Open-Ended Consulting		
46	Comprehensive Facility Inspection Diving (1725)	629	Underway
47	Engineering Survey Consultants (1241)	200	Underway

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	Open-Ended Consulting (cont'd)		
48	Construction Management Inspection FY 13 - FY14 (1270)	6,000	Underway
49	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	4,000	Underway
50	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	4,000	Underway
51	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	4,000	Underway
52	Portwide Engineering Design FY 13 - FY WBCM (1262)	4,000	Underway
53	Portwide Egineering & Design FY 11 - STV (1259)	64	Underway
54	Portwide Egineering & Design FY 11 - WBCM (1256)	164	Underway
55	Portwide Egineering & Design FY 11 - WRA (1258)	46	Underway
	Port - Wide		
56	Open Ended Studies - Planning III (3128)	826	Underway
57	CTIPP Equipment (3124)	264	Underway
58	Fiber Cable Installation from DMT to FSK/MdTA (3213)	125	Spring, 2015
59	Telecommunciations Network & Voicemail System Upgrade (3211)	330	Spring, 2015
	Security Projects		
60	Mobile Security Booths (1778)	200	Underway
	South Locust Point		
61	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete
62	Shed 11C Roll-up Door Repair (1642)	46	Complete
	World Trade Center		
63	Storm Drain Cover Replacement - WTC (3470)	144	Complete

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

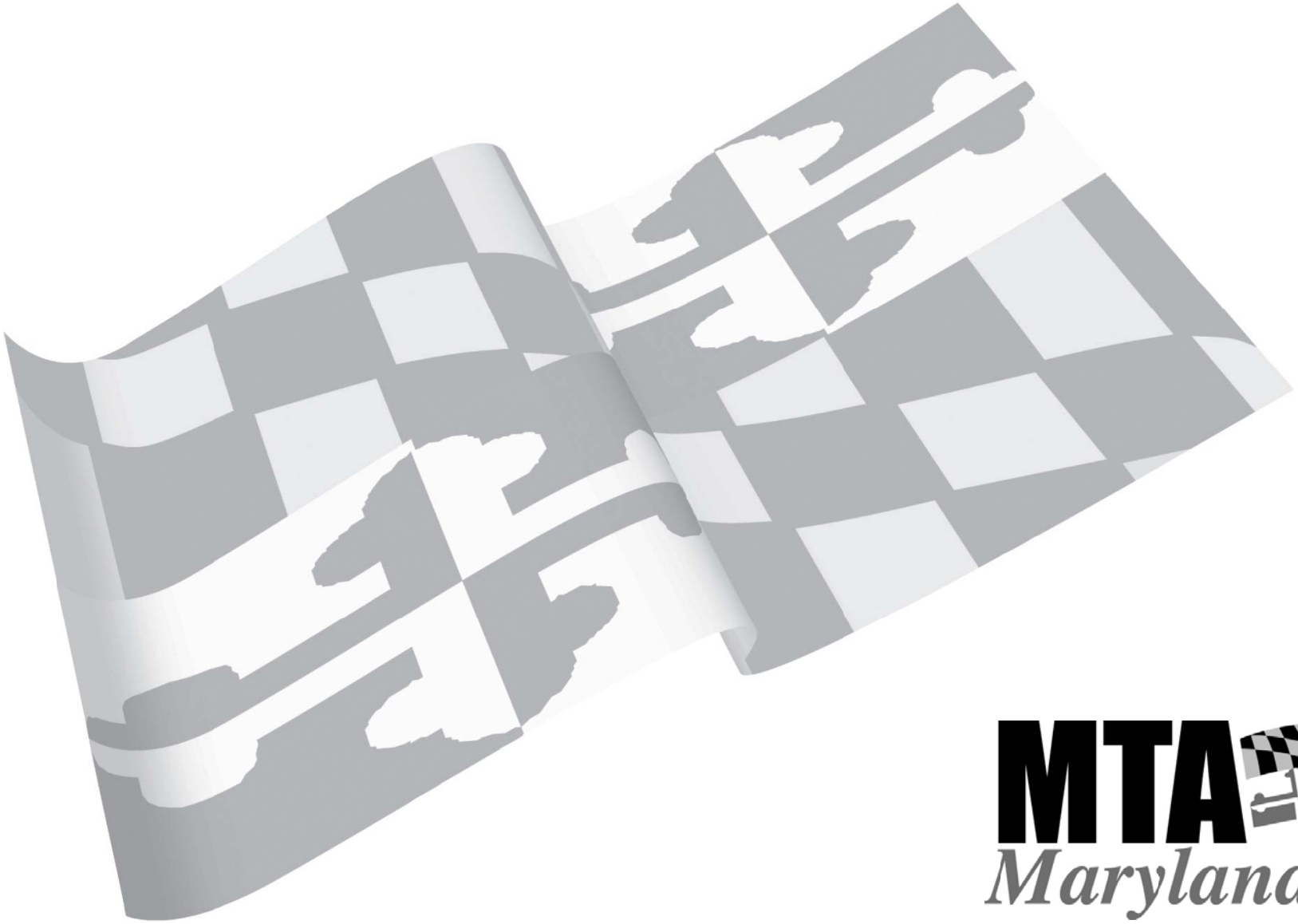
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	World Trade Center (cont'd)		
64	Rehbilitation of Shaft # 1 - WTC (3452)	258	Complete
65	WTC Water Damage Repair (3510)	468	Complete
66	Cathodic Protection WTC Sheet Piles (3420)	100	Underway
67	Chiller Replacement & Cooling Tower - WTC (3430)	2,092	Underway
68	EPC Miscellaneous Projects (3453)	100	Underway
69	Seal WTC Building Columns (3490)	1,067	Underway
70	LAN Room Cooling and Emergency Power (3481)	347	Underway
71	Relocated Security/Safety & Bldg System to Command Cen. (3450)	322	Underway
72	Tenant Renovation - Meridian WTC (3107)	345	Underway
73	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2015
	FY 2016		
	All Terminals		
74	Environmental Remediation (1400)	7	Ongoing
75	MARAMA Dray Truck Program (1831)	300	Ongoing
76	Open Ended Building Maintenance Contract (1832)	1,000	Ongoing
77	Agency Wide Bollard Repair (1833)	500	Summer, 2015
78	Concrete Deck Repair IV (1838)	400	Summer, 2015
79	Utility Installation Program (1837)	7,500	Summer, 2015
80	Stormwater Drain Structure Inspection and Rehab Prog (1412)	900	Fall, 2015
81	Stormwater Construction and Retrofit Program (1411)	1,000	Spring, 2016
	Dundalk Marine Terminal		
82	Mestek Demolition - Phase (3130)	500	Fall, 2015
83	Demo and Replacement of Parts Storage Building (1140)	4,400	Spring, 2016

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	Dundalk Marine Terminal (cont'd)		
84	Demolition of Hanger 63D (3145)	1,000	Spring, 2016
85	DMT Back Gate and Mestek Demolition (3155)	4,850	Spring, 2016
86	DMT Crane # 6 Upgrade and Relocation (3169)	2,150	Spring, 2016
87	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	1,000	Spring, 2016
88	Dunmar South Renovation (3166)	1,200	Spring, 2016
	Facilities and Equipment		
89	Equipment and Infrastructure Preservation (3029)	220	Ongoing
90	Sprinkler Repairs (3038)	100	Ongoing
91	Crane System Preservation (Balance) (3019)	10	Summer, 2015
92	Facility Capital Equipment (3233)	1,500	Summer, 2015
93	Railroad Crane Inspection and Construction (3106)	410	Summer, 2015
	Open-Ended Consulting		
94	Inspection Surveys (1827)	400	Spring, 2016
95	PE Inspection Diver IV (1826)	200	Spring, 2016
	Port - Wide		
96	CTIPP Equipment (3124)	270	Summer, 2015
97	Planning Open Ended Studies - Balance (3122)	100	Summer, 2015
	Security Projects		
98	CCTV Access Control Cyber Vulnerability Assessment (1932)	150	Fall, 2015
99	CCTV Video Analytics (1931)	600	Spring, 2016

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	World Trade Center		
100	Tenant Renovation - Meridian WTC (3107)	300	Summer, 2015
101	World Trade Center Balance (1527)	626	Summer, 2015
102	WTC Restroom Renovations (3454)	2,000	Spring, 2016

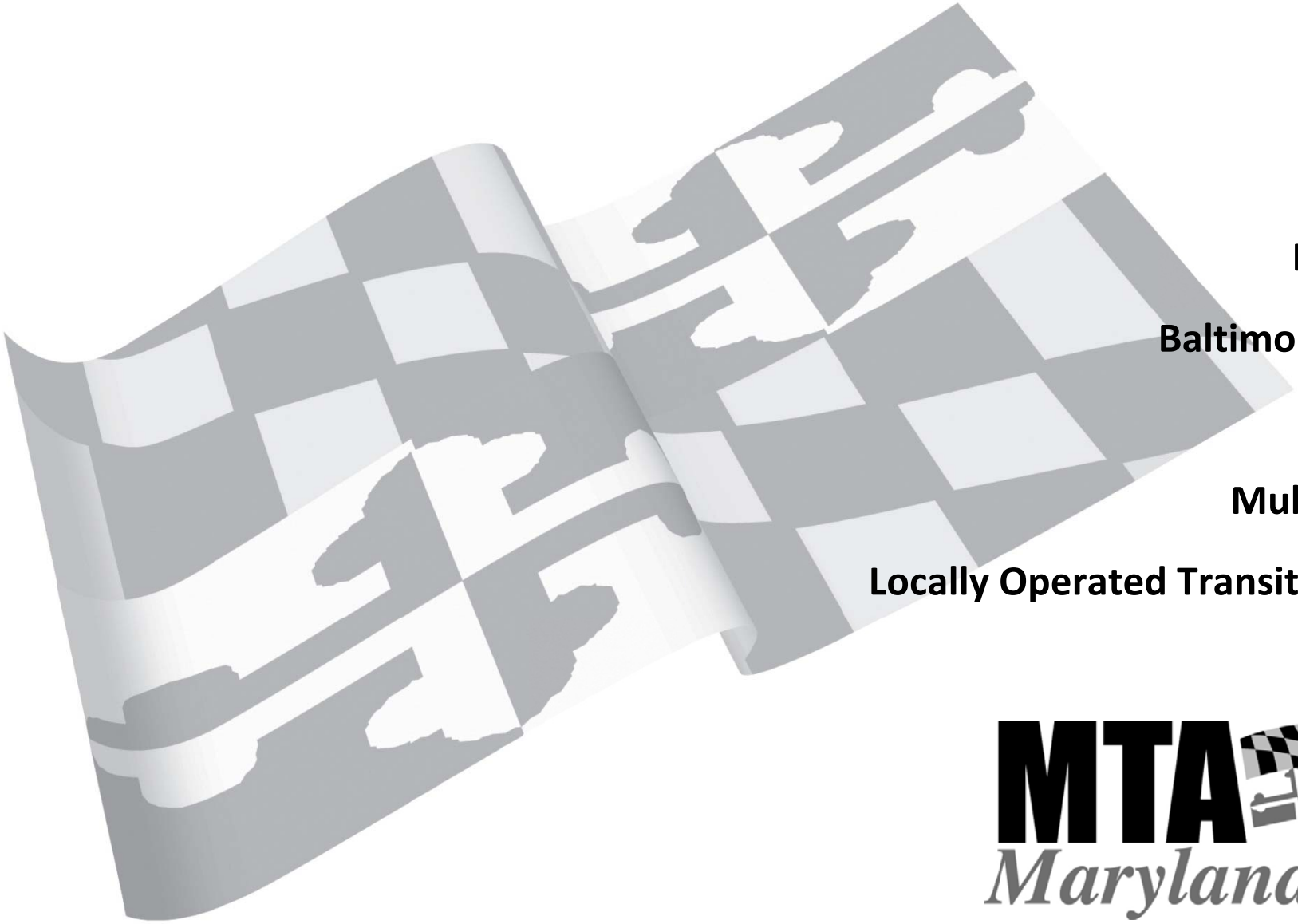


MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	494.7	704.6	1,074.8	984.8	755.0	655.7	4,669.7
System Preservation Minor Projects	70.4	47.1	39.6	37.2	33.5	57.2	285.0
Development & Evaluation Program	3.0	8.4	2.6	-	-	-	14.0
SUBTOTAL	568.1	760.1	1,117.0	1,021.9	788.6	712.9	4,968.7
Capital Salaries, Wages & Other Costs	13.0	13.0	12.5	13.0	13.0	14.0	78.5
TOTAL	581.1	773.1	1,129.5	1,034.9	801.6	726.9	5,047.2
Special Funds	362.1	408.8	594.6	471.7	355.5	350.9	2,543.6
Federal Funds	178.2	332.7	416.8	467.3	331.6	321.6	2,048.3
Other Funding	40.8	31.6	118.1	95.9	114.4	54.4	455.2



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

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 design and construction funding for storage tracks at the MARC Martin Airport facility.

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 at Washington Union Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

- [X] 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 Program - Line 38
MARC Northeast Maintenance Facility - Line 40

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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

STATUS: Construction is underway for the Washington Mid-Day Storage Yard and will be complete in FY 2015. Design is underway for the Martin State Airport storage tracks.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $3.1M due to moving the MARC Northeast Maintenance Facility to the D&E program as well as the addition of the improvements at the MARC Martin State Airport facility.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	296	241	55	0	0	0	0	0	55	0
Engineering	8,960	8,260	350	350	0	0	0	0	700	0
Right-of-way	2,462	1,462	1,000	0	0	0	0	0	1,000	0
Construction	37,758	34,855	603	1,050	1,250	0	0	0	2,903	0
Total	49,476	44,818	2,008	1,400	1,250	0	0	0	4,658	0
Federal-Aid	29,130	28,648	482	0	0	0	0	0	482	0

0208, 1217

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 Carroll and other track improvements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work at the Hanson site and other track improvements.

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

SMART GROWTH STATUS: [X] 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 Program - Line 38

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

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: Penn Station restroom renovations completed in FY 2014. Ongoing projects on the Penn Line include Hanson Interlocking, an ADA compliant public address system, and low-level platform rehabilitation at Union Station. Track improvements on the Camden Line are ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $9.1M due to the completion and removal of the ARRA projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,012	3,345	1,502	830	535	600	600	600	4,667	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	244,467	131,414	15,557	13,609	21,415	23,425	19,623	19,424	113,053	0
Total	252,479	134,759	17,059	14,439	21,950	24,025	20,223	20,024	117,720	0
Federal-Aid	187,633	93,860	13,647	11,150	17,559	19,220	16,178	16,019	93,773	0

0183, 0687

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches, and mid-life overhaul of 26 MARC IIA 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 12 Gallery coaches scheduled for retirement. The remainder of the new vehicles will be used for expanded service.

SMART GROWTH STATUS: [X] 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:**

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: The 54 MARC IV coaches will be put in service in FY 2015. Procurement is underway for the overhaul of MARC III vehicles. Specification development for the MARC IIA coaches will begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $17.2M due to the addition of the MARC IIA Coaches overhaul in FY 2020 and a cost increase for the MARC III Coaches Overhaul.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,649	112	537	0	0	0	0	1,000	1,537	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	210,375	97,779	40,377	14,182	31,612	14,025	8,400	4,000	112,596	0
Total	212,024	97,891	40,914	14,182	31,612	14,025	8,400	5,000	114,133	0
Federal-Aid	163,069	69,528	32,301	11,345	27,955	11,220	6,720	4,000	93,541	0

1263, 1304, 1450

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure 8 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Safety & Security
[X] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: Procurement of MP-36 diesel locomotives is underway. Specification development for the GP-39 Repower Locomotives project is underway and the project will begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $83.8M due to completion of the procurement of 26 remanufactured diesel locomotives. The completed project was removed from the program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	335	92	243	0	0	0	0	0	243	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,446	0	965	8,000	24,481	18,000	10,000	6,000	67,446	0
Total	67,781	92	1,208	8,000	24,481	18,000	10,000	6,000	67,689	0
Federal-Aid	53,350	0	166	6,400	19,584	14,400	8,000	4,800	53,350	0

1440, 1444

PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control for MARC as required by the Federal Railroad Administration. 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 collisions through proper train spacing on the tracks and active speed limit oversight.

SMART GROWTH STATUS: [X] 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:**

[X] Safety & Security
[ ] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: Ensure the safe operation of MARC service.

STATUS: Construction is underway with completion expected in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	4,550	8,748	733	0	0	0	0	9,481	0
Total	14,055	4,574	8,748	733	0	0	0	0	9,481	0
Federal-Aid	11,214	3,630	6,998	586	0	0	0	0	7,584	0

1380

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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 35
Purple Line: Montgomery County Funded Projects - Line 36

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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

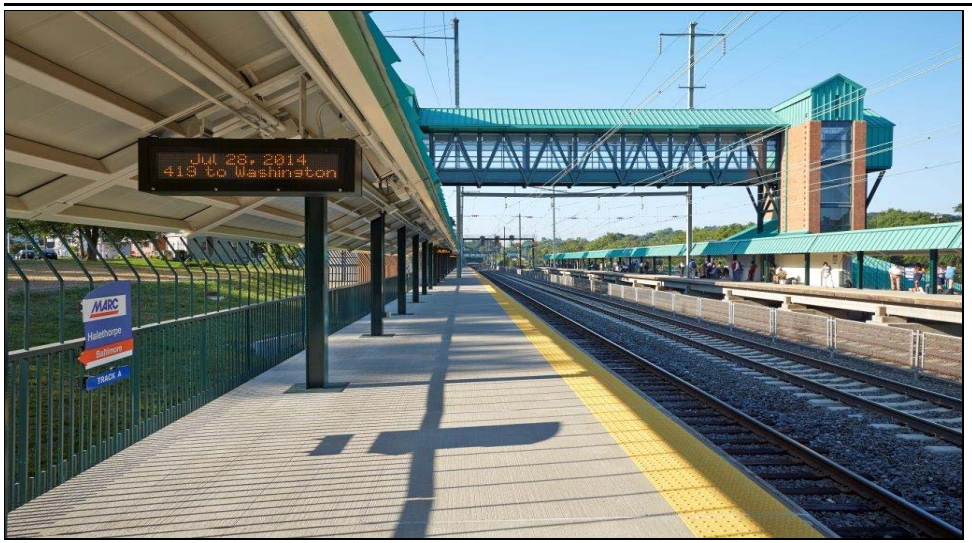
STATUS: Remedial work is anticipated to be competed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:
Montgomery County provided an additional $2.6M to cover ongoing remediation costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	113,600	101,856	11,744	0	0	0	0	0	11,744	0
Total	122,211	110,467	11,744	0	0	0	0	0	11,744	0
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0

Project total reflects a $54.3 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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

STATUS: Project is complete and station is open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project costs increased by $3.7M in FY 2014 and FY 2015 due to unanticipated site conditions.

USAGE: In FY 2014 MARC annual ridership was 8.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,904	2,904	0	0	0	0	0	0	0	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	31,720	31,290	430	0	0	0	0	0	430	0
Total	36,620	36,190	430	0	0	0	0	0	430	0
Federal-Aid	21,697	21,697	0	0	0	0	0	0	0	0

0435

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 potential transit oriented development.

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

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

ASSOCIATED IMPROVEMENTS:
Red Line - Line 34

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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

STATUS: Phase II construction is underway and will be completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None

USAGE: In FY 2014 MARC annual ridership was 8.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	5,620	2,585	0	0	0	0	0	2,585	0
Total	10,531	7,946	2,585	0	0	0	0	0	2,585	0
Federal-Aid	1,785	1,785	0	0	0	0	0	0	0	0

1089

PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages.

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

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

- [X] 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 Program - Line 38

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project includes inspection and repairs to garages as well as maintenance repairs to station.

STATUS: Construction is underway for parking garage improvements.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost reduced by $1.4M due to an updated engineer's estimate.

USAGE: In FY 2014 MARC annual ridership was 8.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	715	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,648	1,278	0	1,490	0	0	0	880	2,370	0
Total	4,463	1,993	100	1,490	0	0	0	880	2,470	0
Federal-Aid	1,976	0	80	1,192	0	0	0	704	1,976	0

1358

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: [X] 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 23

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

[X] Safety & Security
[ ] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,163	2,100	63	0	0	0	0	0	63	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,730	15,779	18,758	1,940	253	0	0	0	20,951	0
Total	38,893	17,879	18,821	1,940	253	0	0	0	21,014	0
Federal-Aid	38,721	17,633	18,895	1,940	253	0	0	0	21,088	0

1384, 1432, 1433, 1434, 1448, 1454

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $15.0M due to completion and removal of 2008 Homeland Security Grant as well as $2.5M added for the 2013 and 2014 Homeland Security Grants.

PROJECT: Freight Bridge Rehabilitation

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

JUSTIFICATION: Regular inspection and rehabilitation of bridges is necessary to meet Federal Railroad Administration (FRA) requirements and maintain safe and efficient rail freight operations. Freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction of permanent repairs to Millington washouts was completed in FY 2015. Repairs to freight structures statewide will begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $1.4M due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,676	3,916	543	619	358	135	105	0	1,760	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,986	9,158	1,235	2,140	1,016	1,082	775	1,580	7,828	0
Total	22,662	13,074	1,778	2,759	1,374	1,217	880	1,580	9,588	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213

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.

SMART GROWTH STATUS: [X] 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:**

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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.

STATUS: The mid-life overhaul began in FY 2014. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $4.0M due to system preservation activities added in FY 2020.

USAGE: Light Rail FY 2014 annual ridership was 8.1 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,523	3,023	0	100	100	100	100	100	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,789	35,891	19,837	19,615	32,946	65,698	10,993	7,809	156,898	0
Total	196,312	38,914	19,837	19,715	33,046	65,798	11,093	7,909	157,398	0
Federal-Aid	116,818	9,148	2,505	614	31,096	62,054	8,274	3,127	107,670	0

1153, 1346

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 is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and conveniences, ensure better reliability, and offer improved safety.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Metro Signal System Preservation and Replacement - Line 14

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

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: Overhaul of the Metro vehicles will ensure safe, reliable service to the end of the cars' useful life at which time the vehicles will be replaced.

STATUS: The next five-year overhaul cycle will start in FY 2015. Specification development for the replacement vehicles is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased $2.6M due to the addition of system preservation activities in FY 2020

USAGE: Metro annual ridership was 14.6 million in FY 2014.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	76	584	0	0	0	0	0	584	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	337,832	19,456	2,969	9,014	45,782	22,750	19,600	117,506	217,621	100,755
Total	338,492	19,532	3,553	9,014	45,782	22,750	19,600	117,506	218,205	100,755
Federal-Aid	86,072	8,635	805	364	35,302	17,346	12,720	10,900	77,437	0

0091, 1281, 1445

PROJECT: Metro Signal System Preservation and Replacement

DESCRIPTION: Repair and Replacement of Metro signal system and associated components.

PURPOSE & NEED SUMMARY STATEMENT: Metro's 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.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Metro Railcar Overhauls and Replacement - Line 13

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

[X] Safety & Security
[X] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: The repair and replacement of the Metro signal system will ensure safety and reliability.

STATUS: Specification development is underway. Construction is scheduled to begin in FY 2016. Minor improvements are ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,378	1,111	1,092	175	0	0	0	0	1,267	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	333,117	186	1,240	19,602	51,489	42,300	65,000	76,700	256,331	76,600
Total	335,495	1,297	2,332	19,777	51,489	42,300	65,000	76,700	257,598	76,600
Federal-Aid	131,966	0	0	0	9,143	33,840	51,414	37,569	131,966	0

1321, 1415

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.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

[X] Safety & Security
[X] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

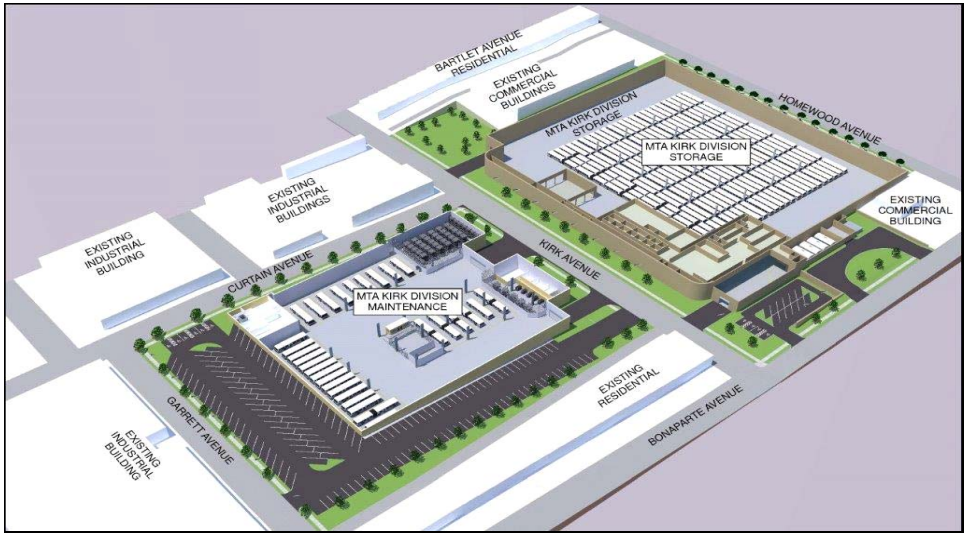
STATUS: The Reisterstown Plaza West interlocking is scheduled to begin construction in FY 2015. The Portal interlocking is in design with major construction planned in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $7.3M due to the addition of funding to complete the Portal Interlocking project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,891	2,281	610	0	0	0	0	0	610	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,843	2,942	2,151	3,750	7,000	0	0	0	12,901	0
Total	18,734	5,223	2,761	3,750	7,000	0	0	0	13,511	0
Federal-Aid	6,750	2,142	1,005	0	3,603	0	0	0	4,608	0

1223



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 and the community's environmental justice concerns will be addressed.

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

- [X] 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:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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 began in FY 2014. Design of Phase II is underway with construction expected to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $8.0M to fully fund Phase II of the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,337	3,337	0	0	0	0	0	0	0	0
Engineering	9,135	7,788	1,347	0	0	0	0	0	1,347	0
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0
Construction	132,619	9,972	14,653	19,611	38,227	50,156	0	0	122,647	0
Total	147,547	23,553	16,000	19,611	38,227	50,156	0	0	123,994	0
Federal-Aid	89,985	13,888	12,800	4,203	30,581	28,513	0	0	76,097	0

0705

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Forty-one 40-foot hybrid diesel-electric buses are scheduled to be delivered in FY 2015. Specification development for a five-year bus procurement is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $110.0M as a result of the ongoing evaluation of the future composition of the fleet.

USAGE: Bus annual ridership was 75.8 million in FY 2014.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	550	43	300	207	0	0	0	0	507	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	351,828	156,157	20,090	19,881	32,800	56,800	32,800	33,300	195,671	0
Total	352,378	156,200	20,390	20,088	32,800	56,800	32,800	33,300	196,178	0
Federal-Aid	205,024	123,075	0	1,387	10,237	45,440	4,312	20,573	81,949	0

1172, 1447

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, 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.

SMART GROWTH STATUS: [X] 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 Systems - Line 21

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

[X] Safety & Security
[ ] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: Construction is scheduled to begin in FY 2015.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,721	3,626	95	0	0	0	0	0	95	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,962	2,274	1,000	19,639	11,049	0	0	0	31,688	0
Total	37,683	5,900	1,095	19,639	11,049	0	0	0	31,783	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $3.8M due to the addition of new buses to MTA's fleet.

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 is 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 improving utilization of the existing maintenance facilities.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 minor repairs.

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $5.2M due to unanticipated site conditions.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	2,107	2,107	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,427	4,515	13,712	22,200	0	0	0	0	35,912	0
Total	42,632	6,720	13,712	22,200	0	0	0	0	35,912	0
Federal-Aid	27,554	3,539	10,969	13,046	0	0	0	0	24,015	0

1196

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Eighty-four cutaways were ordered in FY 2014. Twenty-one cutaways have been received and placed in revenue service. The remainder will be delivered in FY 2015.

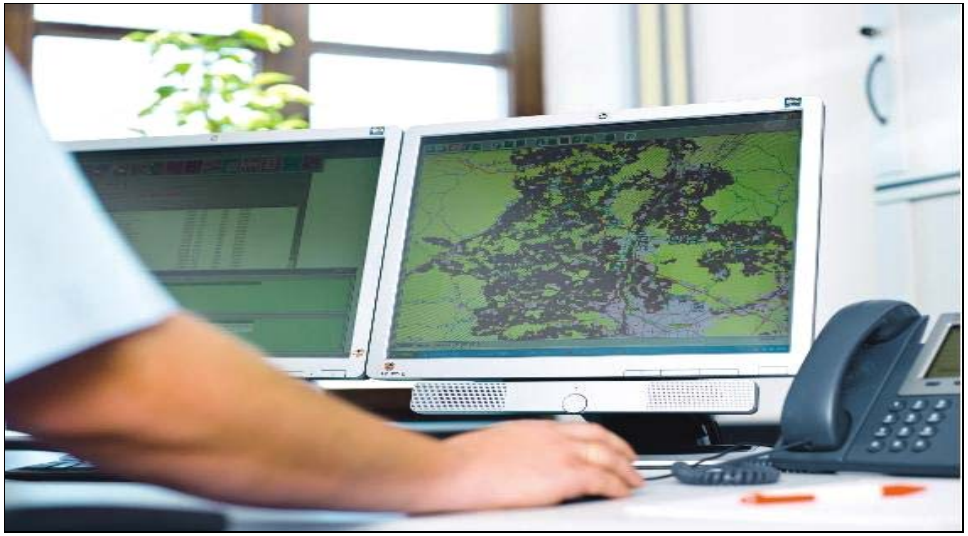
SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $19.9M due to the addition of FY 2020 as well as additional funds needed to fully fund the replacement schedule called for in the Fleet Management Plan.

USAGE: In FY 2014 Demand Response Mobility annual ridership was 1.8 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	85,454	45,434	1,975	6,800	5,000	9,945	6,600	9,700	40,020	0
Total	85,454	45,434	1,975	6,800	5,000	9,945	6,600	9,700	40,020	0
Federal-Aid	34,263	18,089	218	0	0	7,956	4,000	4,000	16,174	0

0541



PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve the 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.

SMART GROWTH STATUS: [X] 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 18

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

[X] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: This project provides upgrades for the bus fleet communication systems, enabling better tracking of buses and improves the quality of information available to patrons.

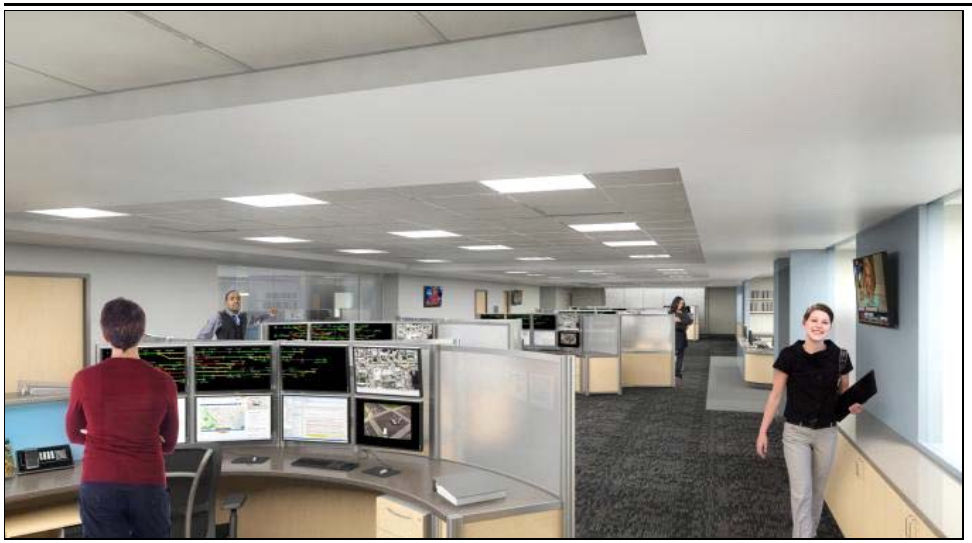
STATUS: Implementation of the CAD/AVL system was completed in FY 2013. Real-time information will be available to patrons by end of FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	384	384	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,318	15,860	1,458	0	0	0	0	0	1,458	0
Total	17,702	16,244	1,458	0	0	0	0	0	1,458	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0

0813, 1418



PROJECT: Central Control Center

DESCRIPTION: Construct an expanded facility to integrate the operations of Bus, Metro, and Light Rail 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 three 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The ability to monitor the operation of three modes from one location will improve on-time performance and consistency.

STATUS: Information systems installation and facility renovations are underway and are scheduled to be completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,387	1,387	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,304	13,071	2,233	0	0	0	0	0	2,233	0
Total	16,691	14,458	2,233	0	0	0	0	0	2,233	0
Federal-Aid	0	14	-14	0	0	0	0	0	-14	0

1282, 1381

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 systemwide threat vulnerability assessment.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Homeland Security - Line 10

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

[X] Safety & Security
[ ] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Phases I, II and III are complete. Construction of Phase IV will be completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	26,987	25,412	1,575	0	0	0	0	0	1,575	0
Total	27,017	25,442	1,575	0	0	0	0	0	1,575	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0

1090

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Southern Maryland Commuter Bus Park and Ride lots at Dunkirk and Waldorf.

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 park and ride facilities which continues to grow as more people move into the region.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

STATUS: Dunkirk construction is underway and project is scheduled to complete in FY 2015. Waldorf construction began in FY 2015 with completion expected in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $7.4M due to the successful completion of the Charlotte Hall Park and Ride.

USAGE: Commuter Bus annual ridership was 4.0 million in FY 2014.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,765	1,765	0	0	0	0	0	0	0	0
Engineering	2,078	2,078	0	0	0	0	0	0	0	0
Right-of-way	3,370	3,370	0	0	0	0	0	0	0	0
Construction	13,128	2,898	7,349	2,881	0	0	0	0	10,230	0
Total	20,341	10,111	7,349	2,881	0	0	0	0	10,230	0
Federal-Aid	15,654	7,339	6,011	2,304	0	0	0	0	8,315	0

1035, 1038

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

DESCRIPTION: Funding to rural and small urban 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: [X] 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 27
Prince George's County Local Bus Program - Line 28
Locally Operated Transit Systems - Line 45

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $8.0M due to the successful completion and removal of two of the ARRA projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	135	91	32	12	0	0	0	0	44	0
Engineering	34,208	22,889	1,479	2,140	3,050	1,550	1,550	1,550	11,319	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	240,216	154,334	16,072	12,352	14,533	14,349	14,538	14,038	85,882	0
Total	274,559	177,314	17,583	14,504	17,583	15,899	16,088	15,588	97,245	0
Federal-Aid	237,828	157,113	13,891	11,781	14,365	13,613	13,754	13,311	80,715	0

0045, 0211, 0217, 0218, 0826, 0878, 1184, 1347, 1348,
1355, 1356, 1373, 1426, 1431, 1437, 1443, 8023, 8024

PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

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

SMART GROWTH STATUS: [X] 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 45

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $5.2M due to the addition of FY 2020 ($4.2M) and an expected increase in federal funds ($1.0M).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,940	24,136	4,455	4,553	7,196	4,200	4,200	4,200	28,804	0
Total	52,940	24,136	4,455	4,553	7,196	4,200	4,200	4,200	28,804	0
Federal-Aid	42,579	19,537	3,564	3,642	5,756	3,360	3,360	3,360	23,042	0

0210

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements.

JUSTIFICATION: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS: [X] 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 Capital Procurement Projects (Local Jurisdictions) - Line 25
Corridor Cities Transitway (CCT) - Line 37

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $8.4M due to moving the Bus Rapid Transit System Design project to State Highway Administration (-$10.0M) and the addition of FY 2020 funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	78,255	50,016	6,607	13,632	2,000	2,000	2,000	2,000	28,239	0
Total	78,255	50,016	6,607	13,632	2,000	2,000	2,000	2,000	28,239	0
Federal-Aid	23,170	9,811	2,284	4,675	1,600	1,600	1,600	1,600	13,359	0

0892, 0894, 1438

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: [X] 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 Capital Procurement Projects (Local Jurisdictions) - Line 25

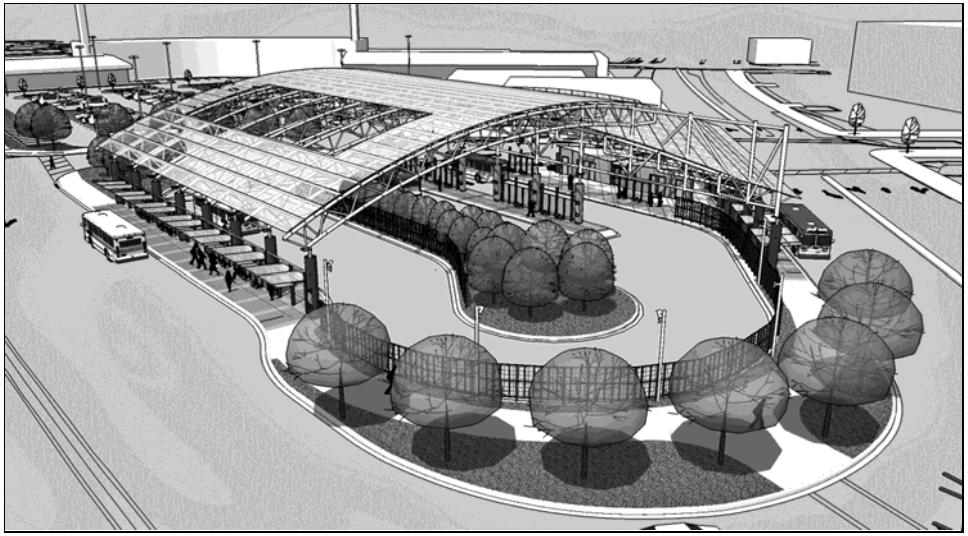
STATUS: FY 2015 funding will support improvements to bus stops throughout the county.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $4.7M due to the completion and removal of the South County Circulator bus procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,327	5,827	1,000	1,500	500	500	500	500	4,500	0
Total	10,327	5,827	1,000	1,500	500	500	500	500	4,500	0
Federal-Aid	3,600	0	800	1,200	400	400	400	400	3,600	0

0893



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 bus transit transfer point in the region, with 11 Metrobus, Ride On, The Bus, and shuttle van routes. The project will also address pedestrian safety issues.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 35
Purple Line: Montgomery County Contributions - Line 36
Prince George's County Local Bus Program - Line 28
Montgomery County Local Bus Program - Line 27

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,988	2,988	0	0	0	0	0	0	0	0
Right-of-way	13,575	12,852	723	0	0	0	0	0	723	0
Construction	17,731	2,844	10,597	4,290	0	0	0	0	14,887	0
Total	34,770	19,160	11,320	4,290	0	0	0	0	15,610	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.

1164

PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Construction of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, Anne Arundel County, Prince George's County, and the City of Laurel.

PURPOSE & NEED SUMMARY STATEMENT: The project will reduce operating costs associated with maintenance support and will support local bus service in the Ft. Meade area.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will reduce operating costs while providing an updated maintenance facility.

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $3.9M due to higher than anticipated bids.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,739	2,739	0	0	0	0	0	0	0	0
Right-of-way	3,002	3,002	0	0	0	0	0	0	0	0
Construction	9,077	0	9,077	0	0	0	0	0	9,077	0
Total	14,818	5,741	9,077	0	0	0	0	0	9,077	0
Federal-Aid	6,466	4,173	2,293	0	0	0	0	0	2,293	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.

1273

PROJECT: Fare Collection System Enhancements and Equipment Preservation

DESCRIPTION: Upgrade existing fare collection hardware and software to ensure security compliance, improve customer satisfaction, maximize return on investment on existing system, and provide on-going overhaul and replacement of system components while preparing for next generation system.

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MTA upgrade software and overhaul critical system components to ensure reliable system operation.

SMART GROWTH STATUS: [X] 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:**

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: This project updates and preserves the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

STATUS: Transit Pass Equipment project is complete. Operating system software and various component overhauls are in process.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $20.0M due to the completion and removal of the Regional Service Center project as well as the addition of FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	0	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	87,812	60,837	1,999	1,874	852	750	500	21,000	26,975	0
Total	87,852	60,837	2,039	1,874	852	750	500	21,000	27,015	0
Federal-Aid	1,904	1,904	0	0	0	0	0	0	0	0

0884, 1329, 1429

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:
None

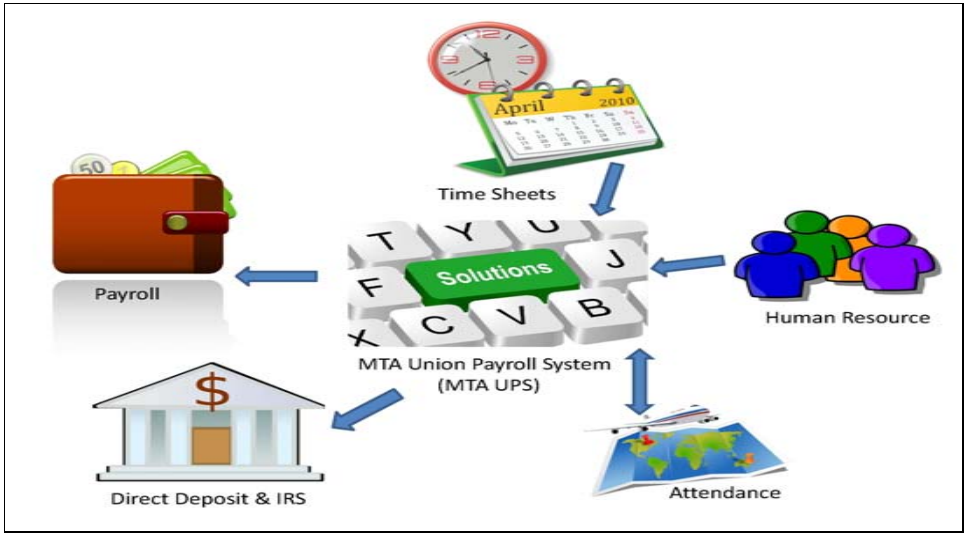
STATUS: Light Rail North Avenue complex roof repairs began in FY 2014. Engineering is underway for Metro roof replacements and repairs.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by $3.95M due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,594	1,810	745	639	100	100	100	100	1,784	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,801	4,149	4,171	2,781	3,325	2,125	2,400	3,850	18,652	0
Total	26,395	5,959	4,916	3,420	3,425	2,225	2,500	3,950	20,436	0
Federal-Aid	6,690	2,660	0	2,250	0	1,780	0	0	4,030	0

0300



PROJECT: Union Payroll System Procurement

DESCRIPTION: Procure a new system for the Union Payroll, Benefits, and Human Resources functions.

PURPOSE & NEED SUMMARY STATEMENT: An updated payroll, benefits, and human resources system will allow MTA to adopt industry best practices.

SMART GROWTH STATUS: [X] 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:**

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: The current Union Payroll system has reached the end of its useful life. A modern system will allow MTA to achieve efficiencies between the human resources and payroll systems.

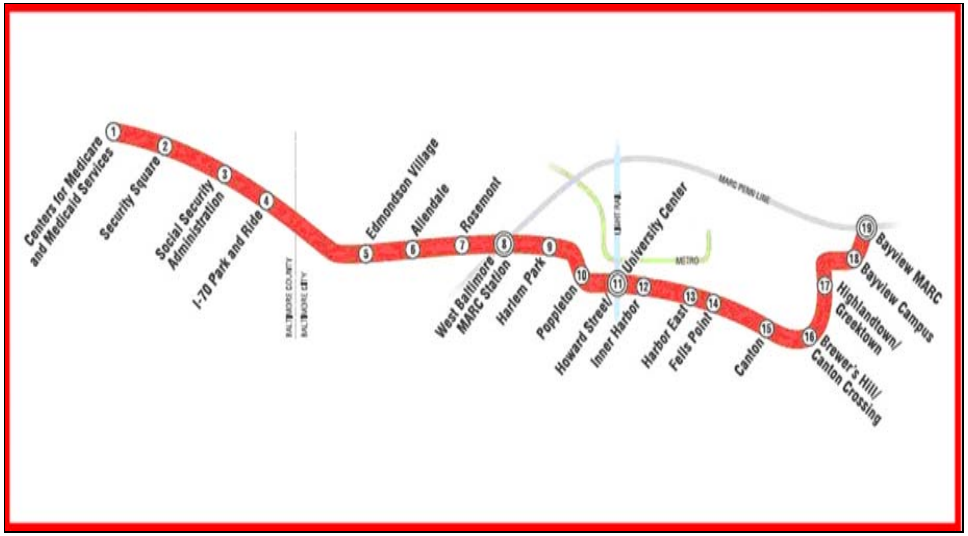
STATUS: Specification development underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	679	0	250	429	0	0	0	0	679	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,272	158	0	921	2,500	693	500	6,500	11,114	0
Total	11,951	158	250	1,350	2,500	693	500	6,500	11,793	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1441

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved to the Construction Program from the System Preservation Minors Program.



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 capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MARC West Baltimore Station Parking Expansion - Line 8

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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. Transit travel times will be reduced compared to No Build.

STATUS: Final design and right-of-way acquisition underway. Analysis of scope of public-private-partnership underway. Advanced environmental mitigation under construction in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total Estimated Cost decreased by $184.0M due to assumed expansion of public-private partnership. Funding for project cost of $2.9B includes federal funds ($900.0M), local contributions ($290.0M), Special funds, and private investment through a public-private partnership to design, build, finance, and maintain elements of the project.

USAGE: Daily ridership estimated at 54,000 in 2035.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	60,806	60,806	0	0	0	0	0	0	0	0
Engineering	309,165	156,751	75,814	46,706	26,394	3,500	0	0	152,414	0
Right-of-way	73,103	1,368	8,585	24,340	38,810	0	0	0	71,735	0
Construction	1,805,079	0	1,168	35,177	269,087	315,082	272,698	291,633	1,184,845	620,234
Total	2,248,153	218,925	85,567	106,223	334,291	318,582	272,698	291,633	1,408,994	620,234
Federal-Aid	918,783	48,804	28,172	59,807	100,000	100,000	100,000	100,000	487,979	382,000

Note: Total estimated cost does not include investments by concessionaire or future availability payments.
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 radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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. Transit travel times in corridor will be reduced compared to No Build.

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center - Line 6
Takoma/Langley Park Transit Center - Line 29
Purple Line: Montgomery County Funded Projects - Line 36

STATUS: Solicitation process underway to select concessionaire to design, build, finance, operate and maintain.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	166,456	126,599	39,857	0	0	0	0	0	39,857	0
Right-of-way	239,291	894	86,190	84,776	64,943	1,576	326	214	238,025	372
Construction	1,345,689	0	13,421	227,956	240,557	267,124	240,117	28,386	1,017,561	328,128
Total	1,804,443	180,500	139,468	312,732	305,500	268,700	240,443	28,600	1,295,443	328,500
Federal-Aid	923,557	26,557	15,000	185,000	100,000	100,000	100,000	100,000	600,000	297,000

Note: Total estimated cost does not include investments by concessionaire or future availability payments.
1042

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total Estimated Cost increased by $176.5M due to escalation of right of way and professional services costs. Funding for project cost of $2.4B includes federal funds ($900.0M), local contributions ($240.0M), Special funds, and private investment through a public-private partnership to design, build, finance, operate, and maintain the project.

USAGE: Daily ridership estimated at 72,000 in 2040.

PROJECT: Purple Line: Montgomery County Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line and Capital Crescent Trail, Montgomery County is adding additional access features.

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

- [X] 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 6
Takoma/Langley Park Transit Center - Line 29
Purple Line - Line 35

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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. Transit travel times in corridor will be reduced compared to No Build.

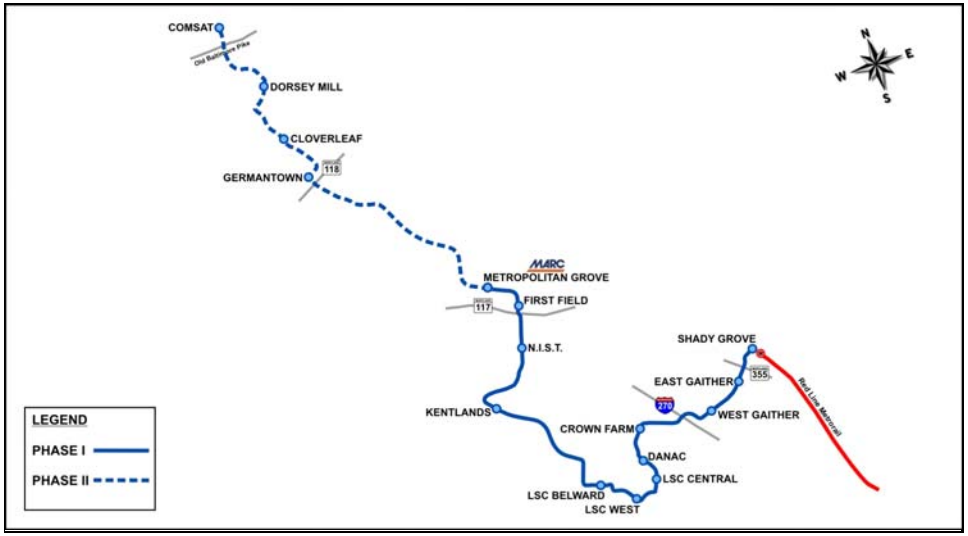
STATUS: Planning and design activities underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	160,490	0	261	30,569	58,103	36,552	35,005	0	160,490	0
Total	160,490	0	261	30,569	58,103	36,552	35,005	0	160,490	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1453

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project added to reflect Montgomery County's contributions to the Purple Line. Project is entirely County funded.



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 capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The CCT will serve a corridor with rapidly developing residential and employment sites, particularly in the Life Sciences Center in Rockville and Gaithersburg.

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 27
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)

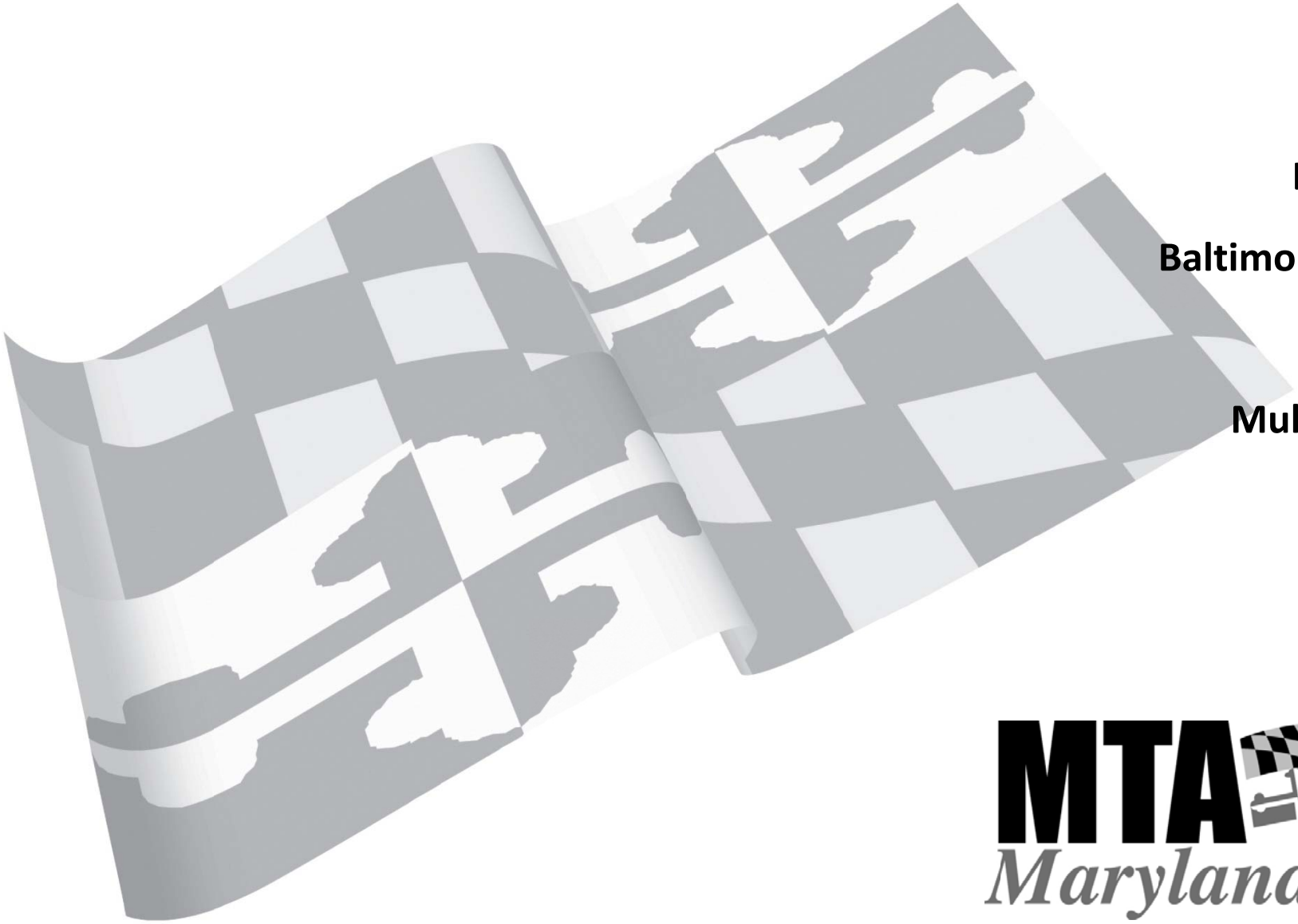
STATUS: Preliminary engineering for Phase 1 scheduled to begin in FY 2015. Phase 2 activities include updates to natural resource inventories, station area planning, and development tracking.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total estimated cost increased $20.0M. Advancement to construction would require additional federal or regional funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	36,071	23,309	7,900	4,862	0	0	0	0	12,762	0
Engineering	40,000	0	0	12,000	17,000	7,000	4,000	0	40,000	0
Right-of-way	39,740	0	0	2,000	18,000	19,740	0	0	39,740	0
Construction	145,000	0	0	0	0	0	0	0	0	145,000
Total	260,811	23,309	7,900	18,862	35,000	26,740	4,000	0	92,502	145,000
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0

1108



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MTA Maryland

MTA DEVELOPMENT & EVALUATION PROGRAM

PROJECT: MARC Growth and Investment Program

DESCRIPTION: The MARC Growth and Investment program includes design and engineering for facility renovation and improvements at the 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: [X] 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 9
MARC Northeast Maintenance Facility - Line 40

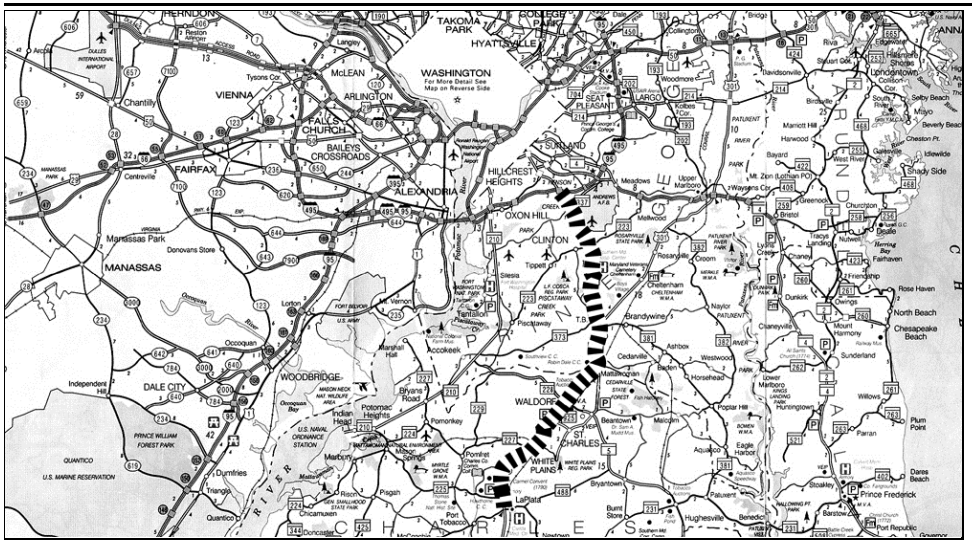
STATUS: Bayview and West Baltimore station planning is ongoing in FY 2015. BWI Rail station engineering is ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $6.8M due to the completion and removal of the ARRA project (-$9.8M) as well as an increase of $3.0M to fund the design for the West Baltimore project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,764	2,562	1,202	0	0	0	0	0	1,202	0
Engineering	5,399	838	174	3,887	500	0	0	0	4,561	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	9,163	3,400	1,376	3,887	500	0	0	0	5,763	0
Federal-Aid	1,165	422	1	742	0	0	0	0	743	0

1209, 1290, 1292


WASHINGTON
For More Detail See Map on Reverse Side
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
VIENNA
ARLINGTON
McLEAN
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
HILLCREST HEIGHTS
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
LARGO
SEAT PLEASANT
Prince Frederick
Chesapeake Beach
North Beach
Rose Haven
Sunderland
Dunkirk
Owings
Mount Harmony
Lothian
Deale
Shady Side
Galesville
Harwood
Churchton
Tracys Landing
Friendship
Dares Beach
Plum Point
Willows
Parran
Port Tobacco
Bryantown
Hughesville
Benedict
Barstow
Solomons
Drum Point
Port Republic
Dunkirk
Lothian
Deale
Shady Side
Galesville
Harwood
Churchton
Tracys Landing
Friendship
Rose Haven
North Beach
Chesapeake Beach
Sunderland
Mount Harmony
Owings
Dunkirk
Dares Beach
Plum Point
Willows
Parran
Prince Frederick
Barstow
Port Republic
Hughesville
Benedict
Bryantown
Burnt Store
Port Tobacco
Pomfret
Pomonkey
Pisgah
Cedarville
Brandywine
Aquasco
Eagle Harbor
Upper Marlboro
Mount Rainier
Bladensburg
Colmar Manor
Cottage City
Tippett
Piscataway
Accokeek
Marshall Hill
Bryans Road
Potomac Heights
Indian Head
Mattawoman
Chantilly
Centreville
Manassas Park
Donovans Store
Occoquan
Independent Hill
Dumfries
Triangle
Quantico
Cicmanusen
Doncastle
Lorton
Fairfax Station
Clifton
Springfield
Franconia
Kingstowne
Alexandria
Arlington
Falls Church
Tysons Cor
Langley
Dulles International Airport
Washington National Airport
Andrews AFB
Bolling AFB
Fort Belvoir
Fort Washington
Fort Meade
Naval Research Laboratory
Naval Surface Warfare Center
Indian Head Naval Ordnance Station
Quantico Marine Base
Prince William Forest Park
Potomac River
Patuxent River
Chesapeake Bay
Mattawoman Creek
Piscataway Creek
Oxon Creek
Anacostia River
Rock Creek
Cabin John Creek
Sligo Creek
Northeast Branch
Northwest Branch
Paint Branch
Little Paint Branch
Indian Creek
Beaverdam Creek
Lake Artemesia
Greenbelt Park
Patuxent Wildlife Refuge
Patuxent Research Refuge
Beltsville Agricultural Research Center
Goddard Space Flight Center
Maryland Science Center
Maryland Veterans Memorial
Maryland Veterans Memorial Park
Maryland Veterans Memorial Park
Maryland Veterans Memorial Park

PROJECT: MARC Northeast Maintenance Facility

DESCRIPTION: Preliminary Engineering and Environmental Assessment for a new MARC Northeast Maintenance Facility north of Baltimore. The new facility will support existing and expanded Penn Line operations at an MTA-controlled facility, enabling transfer of maintenance and layover of locomotives and rolling stock from Amtrak facilities in Baltimore and Washington. Storage of MARC equipment at an MTA-controlled facility will potentially allow contracting of maintenance functions currently performed by Amtrak.

JUSTIFICATION: The MARC Train Northeast Maintenance Facility project addresses the need for additional Penn Line storage, consolidates maintenance and inspection functions, supports 2035 ridership growth projections, and Amtrak's Northeast Corridor growth and planned expansion of freight and high speed rail. Expansion of Penn Line service to points north and east of Perryville is contingent upon construction of a maintenance facility north of Baltimore. Efforts are underway to evaluate additional capital improvements needed for expansion of Penn Line service in cooperation with local and regional stakeholders.

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 Growth and Investment Program - Line 38

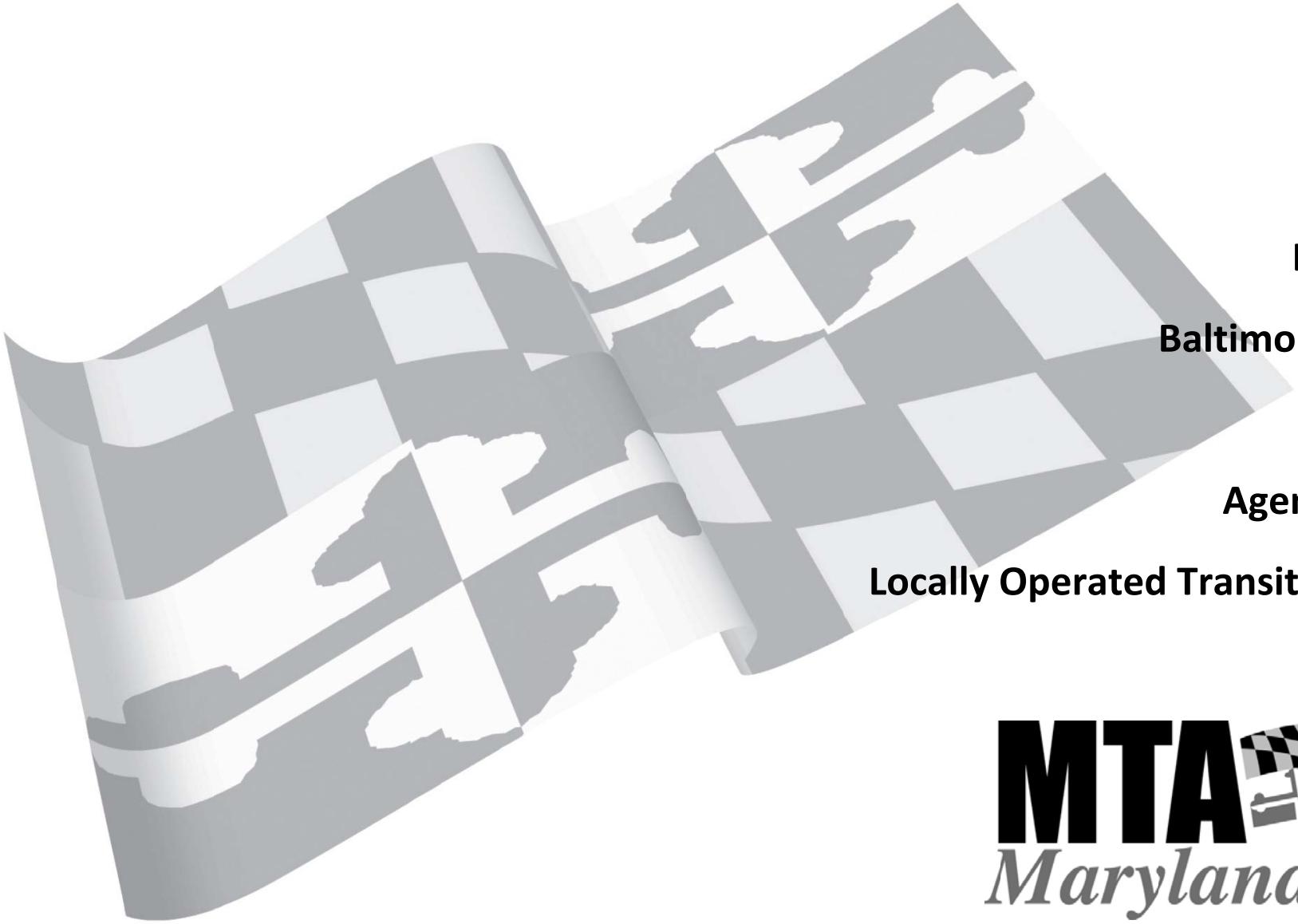
STATUS: Project currently in Planning Development and Design with environmental documentation to be completed by the end of FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project added to D&E, separated from MARC Maintenance, Layover & Storage Facilities

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,244	3,564	680	0	0	0	0	0	680	0
Engineering	1,901	0	0	882	1,019	0	0	0	1,901	0
Right-of-way	1,100	0	0	0	1,100	0	0	0	1,100	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,245	3,564	680	882	2,119	0	0	0	3,681	0
Federal-Aid	5,197	2,253	544	705	1,695	0	0	0	2,944	0

1208



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA Maryland

MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2014 COMPLETIONS		
1	Video & Security Interoperability D&E (1372)	150	Complete
2	Bethesda Metro Entrance D&E (1269)	5,000	Complete
3	Howard Street Revitalization (1207)	5,774	Complete
	AGENCYWIDE IMPROVEMENTS -- FY 2015 AND 2016		
4	Asset Management (1435)	500	Underway
5	MAXIMO (1168)	8,266	Underway
6	Capital Beltway South Side Transit Study D&E (1420)	61	Underway
7	Transit Development Plan (1442)	500	Underway
8	Transit Info Center Telephone Systems Update (1395)	1,683	Underway
9	Police Radios (1439)	3,350	Underway
10	Scheduling System (0513)	11	Underway
11	Police Dispatch CAD Records Management (1393)	2,125	Underway
12	TMDL Compliance (1452)	626	Underway
13	Owner-Controlled Insurance Program (0832)	1,617	Ongoing
14	Telephone Communications Systems (0493)	6,532	Ongoing
15	Parking Lot Inspection & Repaving (0470)	275	Ongoing
16	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	2,354	Ongoing
17	Environmental Compliance (1149)	3,363	Ongoing
18	Station Signage Improvements (0843)	3,955	Ongoing
19	Non-Revenue Vehicles (1079)	756	Ongoing
20	New IT Equipment (1103)	575	Ongoing
21	Engineering Standards (0221)	216	Ongoing
22	ADA Compliance (0266)	315	Ongoing
23	Capital Program Support Fund (1239)	2,173	Ongoing
24	Transit Oriented Design Fund (1190)	200	Ongoing
25	Access Control (1213)	416	Ongoing
26	Bicycle Initiatives (1449)	50	Ongoing
27	Energy Savings Improvements (1422)	100	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2015 AND 2016 (cont'd)		
28	Parking Lot Improvements (0177)	2,707	Ongoing
29	Miscellaneous Planning Studies (0510)	1,397	Ongoing
30	Communications Systems Upgrades & Support (1367)	990	Ongoing
31	Wicomico Demolition and Hazmat Abatement (1392)	50	Ongoing
32	Information Technology Preservation Fund (1396)	661	Ongoing
33	Guaranteed Ride Home (1419)	82	Ongoing
34	Rail Purchase (0660)	3,587	Ongoing
35	Safety and Infrastructure Improvements (1070)	1,029	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2014 COMPLETIONS		
1	Systemwide Improvements and Rehabilitation (1076, 1078, 1148, 1180, 1181)	8,263	Complete
	BUS SYSTEM IMPROVEMENTS -- FY 2015 AND 2016		
2	Division Maintenance Facility Ventilation Improvements (1073)	2,031	Underway
3	Wireless LAN D&E (1210)	1,218	Underway
4	Hybrid Battery Replacement (1436)	1,003	Underway
5	Wash Replacement (1421)	1,360	Underway
6	Maintenance Support Improvement Fund (0554)	1,579	Ongoing
7	Facilities Rehabilitation (0193)	1,865	Ongoing
8	Bus Lifts (1096)	2,215	Ongoing
	FREIGHT IMPROVEMENTS -- FY 2015 AND 2016		
9	Capital Improvement Program (0590)	2,627	Ongoing
10	Grade Crossing Rehabilitation Fund (0212)	2,852	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2014 COMPLETIONS		
1	Howard Street Safety Improvements (0489)	1,195	Complete
2	North Avenue Yard Improvements D&E (1140)	643	Complete
3	Substation Installations (0341)	4,990	Complete
	LIGHT RAIL IMPROVEMENTS -- FY 2015 AND 2016		
4	North Ave Yard Route Push Button System (0451)	1,450	Underway
5	Light Rail Vehicle Cameras D&E (1211)	244	Underway
6	PA/LED Signs Replacement (1294)	2,741	Underway
7	Bridge Preservation (0248)	924	Ongoing
8	Refurbish North Ave Carwash (1188)	1,023	Ongoing
9	Balance Weight Assembly (1254)	1,053	Ongoing
10	Electrical Box Replacement (1187)	1,831	Ongoing
11	Railroad Worker Protection Equipment (1364)	1,562	Ongoing
12	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,189	Ongoing
13	Drainage Improvements (0856)	1,013	Ongoing
14	Rail Installation (0797)	608	Ongoing
15	Grade Crossing Repair (1048)	2,993	Ongoing
16	Interlocking Renewals Fund (1451)	200	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2015 AND 2016		
1	PA/LED Signs (0430)	9,303	Underway
2	Procure Riverside Maintenance Facility from CSX D&E (1177)	129	Underway
3	Structural Inspection D&E (1376)	301	Ongoing
4	Parking Lot Improvements (1006)	1,015	Ongoing
5	Miscellaneous Facility Improvements and Rehabilitation (0199)	600	Ongoing
6	System Preservation Fund (0634)	1,244	Ongoing
	METRO IMPROVEMENTS -- FY 2014 COMPLETIONS		
7	Rail Fastener and Bolt Replacement (0455)	8,987	Complete
	METRO IMPROVEMENTS -- FY 2015 AND 2016		
8	Third Rail Cover Board (1425)	300	Underway
9	Owings Mills Platform Rehabilitation (1413)	2,815	Underway
10	PA/LED Signs (1295)	3,474	Underway
11	Station Emergency Telephones (1288)	2,818	Underway
12	Tunnel Structural Repairs (0529)	1,041	Ongoing
13	Miscellaneous System Preservation Improvements (0179, 1186, 1293)	2,283	Ongoing
14	Rail Installation Program (0868)	10,832	Ongoing
15	Train Control Systems (0840)	972	Ongoing
16	Bridge & Elevated Structures Rehabilitation Fund (0239)	2,523	Ongoing
	MOBILITY IMPROVEMENTS -- FY 2015 AND 2016		
17	Traveling Trainer Program (JARC) (1427)	336	Underway
18	Traveling Trainer Program (New Freedom) (1428)	388	Underway
19	Miscellaneous Improvements Fund (1166)	2,135	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2014 COMPLETIONS		
1	Heavy Duty Bus Lift	30	Complete
	ALLEGANY COUNTY FY 2015 AND 2016		
2	4 Small Replacement Buses	660	Underway
3	Preventive Maintenance	321	Ongoing
4	Preventive Maintenance	321	Ongoing
5	Preventive Maintenance	181	Ongoing
6	2 Small Buses	130	FY 2015
7	4 On-Vehicle Cameras	7	FY 2015
8	EVAP Diagnostic Smoke Machine	1	FY 2015
9	Computers - 4	6	FY 2016
10	Replacement HD Bus	380	FY 2016
11	Replacement Bus 12/2	55	FY 2016
12	Replacement Bus 8/2	55	FY 2016
13	Vehicle Cameras APC	237	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ANNAPOLIS FY 2015 AND 2016		
14	40 Bus Stop Shelters	200	Underway
15	5 Radios	4	Underway
16	Bike Racks	14	Underway
17	Bus Stop Lighting and Signs	220	Underway
18	Bus Wash Rehabilitation	261	Underway
19	Electronic Farebox System	300	Underway
20	Facility Cameras & Lighting	56	Underway
21	Facility HVAC Rehabilitation	90	Underway
22	Gillig Software	6	Underway
23	Hybrid Bus Test Equipment	15	Underway
24	Maintenance Shop Rehabilitation	50	Underway
25	Operations Control Center	50	Underway
26	Preventive Maintenance	180	Underway
27	Support Vehicle	70	Underway
28	Surveillance Cameras	221	Underway
29	Tech Assistance	20	Underway
30	Tire Storage Facility	152	Underway
31	Vehicle Farebox	1	Underway
32	Preventive Maintenance	5	Ongoing
33	Preventive Maintenance FY15 and FY16	180	Ongoing
34	Preventive Maintenance	180	FY 2016
	ANNE ARUNDEL COUNTY FY 2014 COMPLETIONS		
35	See Annapolis for Projects		
	ANNE ARUNDEL COUNTY FY 2015 AND 2016		
36	See Annapolis for Projects		
37	Ridesharing	193	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	BALTIMORE CITY FY 2015 AND 2016		
38	Ridesharing	80	Ongoing
	BALTIMORE COUNTY FY 2015 AND 2016		
39	Ridesharing	170	Ongoing
	CALVERT COUNTY FY 2014 COMPLETIONS		
40	1 Supervisory Vehicle	30	Complete
	CALVERT COUNTY FY 2015 AND 2016		
41	Preventive Maintenance	125	Ongoing
42	Preventive Maintenance	34	Ongoing
43	Preventive Maintenance	62	Ongoing
44	Ridesharing	9	Ongoing
45	2 Fleet Radios	5	FY 2015
46	2 Small Buses	115	FY 2015
47	2 Small Buses	118	FY 2015
48	Dispatch Software	32	FY 2015
49	In-Vehicle Camera System	50	FY 2015
50	Radio System and Radios	24	FY 2015
51	2 Electronic Fareboxes	30	FY 2016
52	4 Medium Replacement Buses	633	FY 2016
53	Electronic Fareboxes	115	FY 2016
54	Electronic Fareboxes	30	FY 2016
55	Electronic Fareboxes	65	FY 2016
56	Fleet Radios	38	FY 2016
57	Fleet Radios	10	FY 2016
58	Replacement Small Bus	67	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CAROLINE COUNTY FY 2015 AND 2016		
59	1 Small Bus	61	Underway
60	Block Heater Outlet	11	Underway
61	Denton Parking Bus Shelter	9	Underway
62	Preventive Maintenance	97	Underway
63	2 Medium Replacement Buses	223	FY 2015
	CARROLL COUNTY FY 2015 AND 2016		
64	2 Small Expansion Buses	120	FY 2014
65	2 Small Replacement Buses	120	Underway
66	Preventive Maintenance	200	Underway
67	Preventive Maintenance	70	Ongoing
68	Preventive Maintenance	200	Ongoing
69	2 Small Expansion Buses	122	FY 2015
70	2 Small Replacement Buses	122	FY 2015
71	6 Small Bus Replacement	366	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CECIL COUNTY FY 2015 AND 2016		
72	2 Bus Wraps	5	Underway
73	2 Small Buses	146	Underway
74	5 Fareboxes	4	Underway
75	5 Passenger Counters	1	Underway
76	Bus Shelters	68	Underway
77	NextBus Passenger Info System	64	Underway
78	North Bus Canopy Expansion	90	Underway
79	Preventive Maintenance	104	Underway
80	Route Match System	53	Underway
81	Preventive Maintenance	150	Ongoing
82	Preventive Maintenance	55	Ongoing
83	1 Medium Expansion Bus	226	FY 2015
84	1 Security Door	6	FY 2015
85	11 Tablets	7	FY 2015
86	2 Bus Wraps	16	FY 2015
87	2 Medium Replacement Buses	451	FY 2015
88	3 Surveillance Cameras	18	Fall, 2015
89	1 Replacement Bus 35'	226	FY 2016
90	2 Expansion 35' HD Buses	513	FY 2016
91	3 Bus Wraps	13	FY 2016
92	Transit Hub Study/Needs	70	FY 2016
	CHARLES COUNTY FY 2014 COMPLETIONS		
93	7 Small Buses	395	Complete
94	County VanGo Transfer Facility	477	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CHARLES COUNTY FY 2015 AND 2016		
95	Preventive Maintenance	8	Ongoing
96	Preventive Maintenance	227	Ongoing
97	Preventive Maintenance	227	Ongoing
98	Bus Stop Signs	8	FY 2015
99	P&R Facility Improvements	232	FY 2015
100	Rt 301 P&R Improvements	232	FY 2015
101	Transit Facility Feasibility Study	300	FY 2015
102	2 Small Replacement Buses	105	FY 2016
103	4 Replacement Buses	592	FY 2016
104	Feasibility Study Phase II	300	FY 2016
	DORCHESTER COUNTY FY 2014 COMPLETIONS		
105	1 Minivan	25	Complete
	DORCHESTER COUNTY FY 2015 AND 2016		
106	10 AVL Units	42	Underway
107	Preventive Maintenance	60	Underway
108	Tire Changer/Balancer	32	Underway
109	Vehicle Lift	8	Underway
110	Preventive Maintenance	60	Ongoing
111	2 Small Buses	137	FY 2015
112	3.5 Ton Jack	1	FY 2015
113	Cambridge Parking Lot Upgrade	18	FY 2015
114	Circuit Tester	1	FY 2015
115	Inspection Camera	1	FY 2015
116	Safety Cabinet	1	FY 2015
117	Smoke Machine	3	FY 2015

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	FREDERICK COUNTY FY 2015 AND 2016		
118	Preventive Maintenance (5307)	600	Underway
119	Preventive Maintenance (5311)	70	Underway
120	Preventive Maintenance	600	Ongoing
121	Preventive Maintenance	70	Ongoing
122	Preventive Maintenance	200	Ongoing
123	Ridesharing	123	Ongoing
124	3 Small Buses	194	FY 2015
125	3 Electric Buses	1,590	FY 2016
126	APC for Buses (27)	150	FY 2016
127	AVL and Infrastructure for 27 Buses	125	FY 2016
128	Infrastructure Electric Bus	125	FY 2016
	GARRETT COUNTY FY 2014 COMPLETIONS		
129	2 Small Buses	103	Complete
	GARRETT COUNTY FY 2015 AND 2016		
130	Preventive Maintenance	191	Ongoing
131	Preventive Maintenance	202	Ongoing
132	1 Small Bus	50	FY 2015
133	3 Small Bus Replacement	180	FY 2016
134	AVL	21	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HARFORD COUNTY FY 2015 AND 2016		
135	1 Medium Bus	198	Underway
136	Bus Shelters	130	Underway
137	Bus Stop Info Signs	15	Underway
138	Bus Wash Renovation	55	Underway
139	Garage Door Repair	30	Underway
140	Maintenance Equipment	17	Underway
141	Non-Revenue Vehicle	28	Underway
142	Training PCs, AudioVisual Training Equipment & Software	10	Underway
143	Preventive Maintenance	63	Ongoing
144	Preventive Maintenance	200	Ongoing
145	Preventive Maintenance	57	Ongoing
146	Ridesharing	88	Ongoing
147	A/C Training Room	15	FY 2015
148	AVL - Communications/Signage	165	FY 2016
149	AVL Additions VLLU	40	FY 2016
150	AVL-IVR	60	FY 2016
151	AVL-Passenger Count	131	FY 2016
152	Call Center Phone	13	FY 2016
153	Vehicle Video Security System	150	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HOWARD COUNTY FY 2015 AND 2016		
154	3 Medium Hybrid & 1 Small Hybrid Bus	830	Underway
155	4 Hybrid Sedans	100	Underway
156	Bus IT Package	78	Underway
157	Bus Shelters	50	Underway
158	Central Maryland Operations Facility	750	Underway
159	Communication System	150	Underway
160	Electric Bus Project	3,778	Underway
161	Voucher Card System	179	Underway
162	Preventive Maintenance	200	Ongoing
163	Preventive Maintenance	31	Ongoing
164	Ridesharing	130	Ongoing
	KENT COUNTY		
165	See Caroline County for Projects		
	MONTGOMERY COUNTY FY 2014 COMPLETIONS		
166	5 Medium Replacement Buses	2,288	Complete
	MONTGOMERY COUNTY FY 2015 AND 2016		
167	Ridesharing	372	Ongoing
168	Bus Replacement	7,000	FY 2016
	OCEAN CITY FY 2014 COMPLETIONS		
169	3 Heavy Duty Replacement Buses	1,408	Complete
170	6 Heavy Duty Replacement Buses State of Good Repair	2,500	Complete
171	Park & Ride Decking	100	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	OCEAN CITY FY 20115 AND 2016		
172	Bus Barn Fire Suppression	15	Underway
173	Preventive Maintenance	600	Ongoing
174	3 Large Replacement Buses	1,362	FY 2015
175	Bus Barn Roof Repairs	125	FY 2015
176	Passenger Shelters and Parts	30	FY 2015
177	Preventive Maintenance - Money Counters	15	FY 2015
178	Transit Facility & Bus Barn D&E	1,250	FY 2015
179	3 40' Bus Replaements	1,362	FY 2016
	PRINCE GEORGE'S COUNTY FY 2015 AND 2016		
180	Ridesharing	269	Ongoing
181	Bus Stop Imrovements	500	FY 2016
	QUEEN ANNE'S COUNTY FY 2014 COMPLETIONS		
182	Bus Cameras	35	Complete
183	Preventive Maintenance	30	Complete
184	Tires	10	Complete
	QUEEN ANNE'S COUNTY FY 2015 AND 2016		
185	Preventive Maintenance	45	Ongoing
186	Bus Wash Facility Renovation	70	FY 2015
	ST MARY'S COUNTY FY 2014 COMPLETIONS		
187	Bus Barn Construction	845	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2015 AND 2016		
188	Preventive Maintenance	50	Ongoing
189	Preventive Maintenance	50	Ongoing
190	1 Small Bus	47	FY 2015
191	2 Medium Replacement Buses	233	FY 2015
192	24 Bus Cameras	45	FY 2015
193	Brake Lathe	14	FY 2015
194	New Bus Shelter-California P&R	12	FY 2015
195	4 Medium Replacement Buses	500	FY 2016
	SOMERSET COUNTY FY 2014 COMPLETIONS		
196	See Tri-County Council for the Lower Eastern Shore Projects		
	SOMERSET COUNTY FY 2015 AND 2016		
197	See Tri-County Council for the Lower Eastern Shore Projects		
	TALBOT COUNTY FY 2014 COMPLETIONS		
198	See Caroline County for Projects		
	TALBOT COUNTY FY 2015 AND 2016		
199	See Caroline County for Projects		
	WASHINGTON COUNTY FY 2014 COMPLETIONS		
200	1 Replacement Laptop	3	Complete
201	Mobile Data Computers	35	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2015 AND 2016		
202	1 Small Bus	51	Underway
203	Farebox Equipment	40	Underway
204	On-Board Surveillance Cameras	80	Underway
205	On-Vehicle Video Surveillance	82	Underway
206	Passenger Shelter Installs	50	Underway
207	Preventive Maintenance	150	Ongoing
208	Preventive Maintenance	58	Ongoing
209	Small Bus Replacement	70	FY 2016
	WICOMICO COUNTY FY 2014 COMPLETIONS		
210	See Tri-County Council for the Lower Eastern Shore for Projects		
	WICOMICO COUNTY FY 2015 AND 2016		
211	See Tri-County Council for the Lower Eastern Shore for Projects		
212	Preventive Maintenance	250	Ongoing
	WORCESTER COUNTY FY 2014 COMPLETIONS		
213	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
	WORCESTER COUNTY FY 2015 AND 2016		
214	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2015 AND 2016		
215	EAM Maintenance Software	80	FY2016
216	1 Laptop	2	Underway
217	1 Medium Replace Bus	142	Underway
218	1 Minivan	45	Underway
219	1 Minivan	45	Underway
220	Bus Security Cameras	30	Underway
221	GPS Hardware	4	Underway
222	ID Card Machine	4	Underway
223	Office Equipment	9	Underway
224	Passenger Amenities	75	Underway
225	Shop Equipment	18	Underway
226	Trapeze Call Back Module	16	Underway
227	Trapeze Cert. Module	16	Underway
228	Preventive Maintenance	400	Ongoing
229	Preventive Maintenance	600	Ongoing
230	Preventive Maintenance	850	Ongoing
231	Ridesharing	109	Ongoing
232	1 Small Bus	62	FY 2015
233	4 Small Buses	243	FY 2015
234	Expansion Mini Van	45	FY 2015
235	Maintenance Facility Support Vehicle	40	FY 2015
236	Maintenance Shop Equipment	15	FY 2015
237	Expansion - Small Bus	62	FY 2016
238	Expansion Bus	62	FY 2016
239	Medium Bus Replacement	116	FY 2016
240	Server and Data Storage	15	FY 2016
241	Facility Construction Phase III	1,557	FY 2017

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 AND 2016		
242	Action in Maturity - 1 Expansion Small Bus	520	Underway
243	Allegany County HRDC, Inc - 2 Expansion Small Buses	96	Underway
244	Appalachian Parent Assoc - 1 Small Replacement Bus	52	Underway
245	Appalachian Parent Assoc - Misc Support Equip.	14	Underway
246	Appalachian Parent Association - 2 Small Buses	120	Underway
247	ARC of Montgomery County - 2 Small Replacement Buses	104	Underway
248	ARC of Northern Chesapeake - 1 Expansion Small Bus	52	Underway
249	ARC of Northern Chesapeake - 1 Small Replacement Bus	52	Underway
250	ARC of Northern Chesapeake Region - 2 Small Buses	120	Underway
251	ARC of Prince George's - 1 Small Replacement Bus	52	Underway
252	ARC of Washington County - 1 Small Replacement Bus	52	Underway
253	Bay Community Support Services - 1 Small Bus	60	Underway
254	Bay Community Support Services - 4 Expansion Lift Equipped Mini Vans	144	Underway
255	Bay Community Support Services - Preventive Maintenance	13	Underway
256	Bayside Community Network - 2 Capital Maintenance Items Walker Racks	1	Underway
257	Bayside Community Network - 2 Small Replacement Buses	96	Underway
258	Benedictine School for Exceptional Children - 1 Small Replacement Bus	52	Underway
259	Center for Life Enrichment - 2 Small Buses	120	Underway
260	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	52	Underway
261	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus	52	Underway
262	Chi Centers - 1 Small Bus	60	Underway
263	CHI Centers - 2 Small Replacement Buses	104	Underway
264	Daybreak Adult Day Services - 1 Small Replacement Bus	52	Underway
265	Delmarva Community Transit - 4 Small Replacement Buses	260	Underway
266	Diakon - 1 Small Replacement Bus	52	Underway
267	Dove Pointe, Inc. - 2 Expansion Small Buses	104	Underway
268	Easter Seals Baltimore - 1 Small Replacement Bus	52	Underway
269	Easter Seals Hagerstown - 1 Small Replacement Bus	52	Underway
270	Easter Seals Silver Spring - 1 Expansion Small Bus	52	Underway
271	Freedom Landing - 1 Small Replacement Bus	52	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 AND 2016 (cont'd)		
272	Friends Aware - 1 Replacement Mini-Van	36	Underway
273	Friends Aware - 1 Small Replacement Bus	52	Underway
274	Hopkins Elder Plus - 1 Small Replacement Bus	52	Underway
275	HUMANIM - 1 Small Expansion Bus	52	Underway
276	HUMANIM - 1 Small Replacement Bus	52	Underway
277	Jewish Council for Aging - 1 Small Expansion Bus	52	Underway
278	Lifestyles, Inc - 1 Small Expansion Bus	52	Underway
279	Mosaic - 1 Small Expansion Bus	52	Underway
280	Mosaic - 1 Small Replacement Bus	52	Underway
281	Mount Zion Baptist Church - 1 Small Replacement Bus	52	Underway
282	Pleasant Day - 1 Small Replacement Bus	52	Underway
283	Progress Unlimited, Inc. - 2 Small Expansion Buses	104	Underway
284	Progress Unlimited, Inc. - ADP Software	3	Underway
285	Prologue Inc - 2 Small Buses	120	Underway
286	Prologue, Inc. - 2 Small Replacement Buses	104	Underway
287	Providence Center - 1 Small Replacement Bus	52	Underway
288	Somerset Community Services - 2 Small Buses	120	Underway
289	Somerset Community Services, Inc - 1 Small Expansion Bus	52	Underway
290	Somerset Community Services, Inc - 1 Small Replacement Bus	52	Underway
291	Spring Dell - 1 Small Replacement Bus	52	Underway
292	Spring Dell - 16 On Board Surveillance Cameras	28	Underway
293	St Mary's Adult Medical Daycare - 1 Small Bus	60	Underway
294	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - 1 Small Replacement Bus	52	Underway
295	St. Mary's Adult Medical Day Care, Inc. - 1 Small Replacement Bus	52	Underway
296	St. Mary's Adult Medical Day Care, Inc. - Preventive Maintenance	3	Underway
297	The League for People with Disabilities - 1 Small Expansion Bus	52	Underway
298	UCP of Central Maryland - 1 Small Expansion Bus	52	Underway
299	UCP of Central Maryland - 1Small Replacement Bus	52	Underway
300	UCP of Central Maryland - 2 Small Replacement Buses	104	Underway
301	Washington County CAC - 1 Small Expansion Bus	52	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

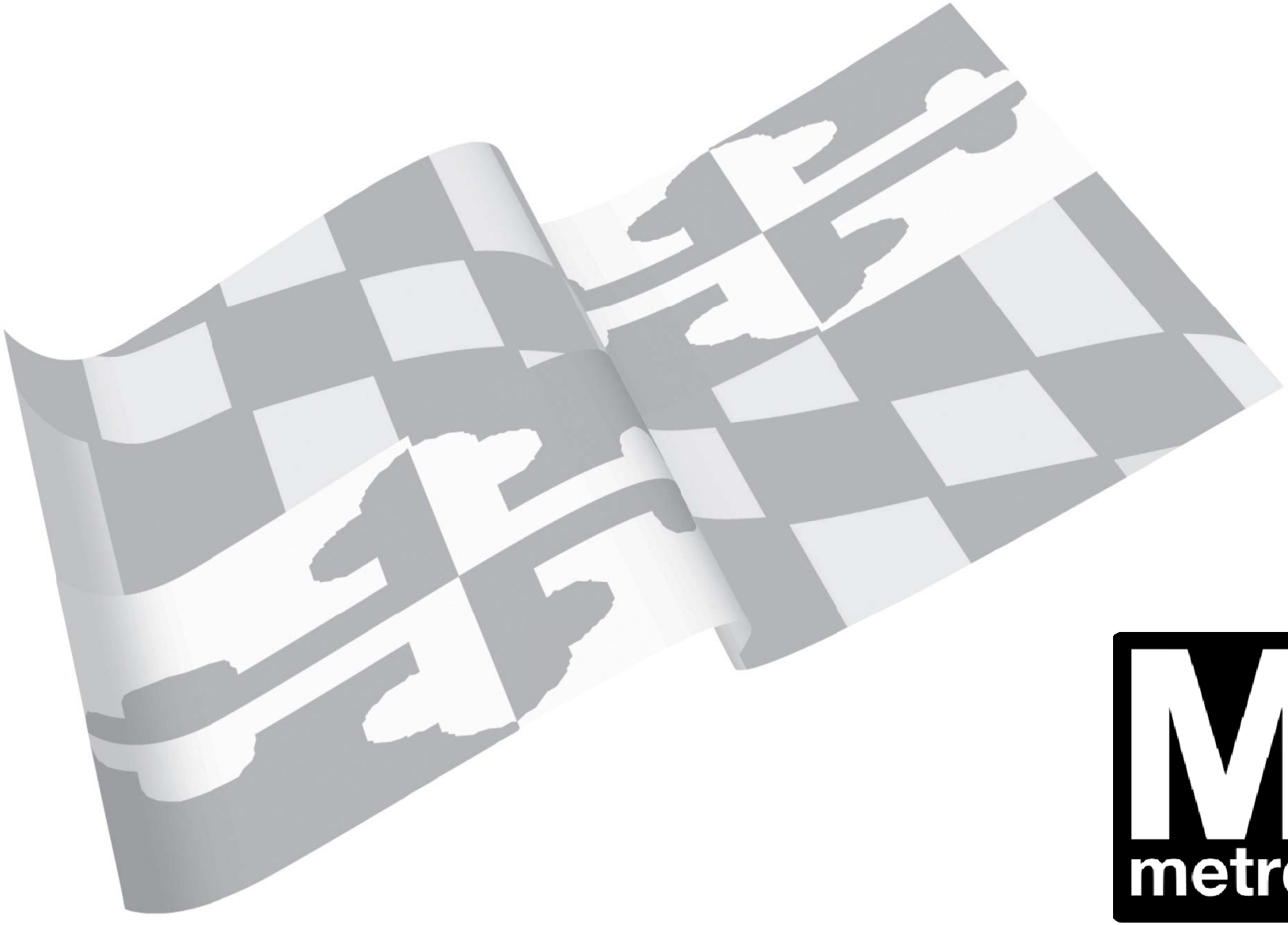
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 AND 2016 (cont'd)		
302	Washington County HDC - 2 Small Expansion Buses	104	Underway
303	Way Station - 2 Small Buses	120	Underway
304	Way Station - 3 Small Expansion Buses	156	Underway
305	Worcester County Comm on Aging - 1 Computer	1	Underway
306	Worcester County Developmental Center - 1 Expansion Mini-Van	36	Underway
307	Worcester County Developmental Center - 1 Small Expansion Bus	52	Underway
308	Action in Maturity - Preventive Maintenance	6	Ongoing
309	Allegany County HRDC, Inc - Preventive Maintenance	13	Ongoing
310	ARC of Baltimore - 2 Small Buses & Preventive Maintenance	121	Ongoing
311	ARC of Montgomery County - Preventive Maintenance	25	Ongoing
312	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Ongoing
313	ARC of Northern Chesapeake - Preventive Maintenance	14	Ongoing
314	ARC of Washington County - Preventive Maintenance	13	Ongoing
315	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Ongoing
316	Bayside Community Network - Preventive Maintenance	19	Ongoing
317	Bayside Community Network- 2 Small Buses & Preventive Maintenance	121	Ongoing
318	Charles County Nursing and Rehabilitation - Preventive Maintenance	9	Ongoing
319	Chesapeake Care Resources, Inc. - Preventive Maintenance	18	Ongoing
320	Daybreak Adult Day Services - Preventive Maintenance	9	Ongoing
321	Delmarva Community Transit - Preventive Maintenance	29	Ongoing
322	Dove Pointe - 1 Small Bus & Preventive Maintenance	61	Ongoing
323	Dove Pointe, Inc. - Preventive Maintenance	33	Ongoing
324	Easter Seals Baltimore - Preventive Maintenance	9	Ongoing
325	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	61	Ongoing
326	Easter Seals Hagerstown - Preventive Maintenance	9	Ongoing
327	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	60	Ongoing
328	Easter Seals Silver Spring - Preventive Maintenance	8	Ongoing
329	Freedom Landing - Preventive Maintenance	3	Ongoing
330	Friends Aware - 1 Minivan & Preventive Maintenance	41	Ongoing
331	Friends Aware - Preventive Maintenance	18	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 AND 2016 (cont'd)		
332	Hopkins Elder Plus - Preventive Maintenance	16	Ongoing
333	Kent Center - 1 Small Bus & Preventive Maintenance	62	Ongoing
334	Lifestyles, Inc - Preventive Maintenance	3	Ongoing
335	Mosaic - Preventive Maintenance	20	Ongoing
336	Pleasant Day - Preventive Maintenance	15	Ongoing
337	Progress Unlimited - 2 Small Buses & Preventive Maintenance	120	Ongoing
338	Progress Unlimited, Inc. - Preventive Maintenance	10	Ongoing
339	Somerset Community Services, Inc - Preventive Maintenance	11	Ongoing
340	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	60	Ongoing
341	Spring Dell - 3 Small Buses & Preventive Maintenance	180	Ongoing
342	Spring Dell - Preventive Maintenance	26	Ongoing
343	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - Preventive Maintenance	9	Ongoing
344	St. Mary's Nursing Center, Inc - Preventive Maintenance	5	Ongoing
345	The League for People with Disabilities - Preventive Maintenance	5	Ongoing
346	UCP of Central Maryland (aka UCC) - Preventive Maintenance	15	Ongoing
347	Washington County CAC - Preventive Maintenance	16	Ongoing
348	Washington County Community Action Council - 3 Small Buses & Preventive Maintenance	183	Ongoing
349	Washington County HDC - Preventive Maintenance	7	Ongoing
350	Way Station - Preventive Maintenance	10	Ongoing
351	Worcester County Comm on Aging - Preventive Maintenance	6	Ongoing
352	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	40	Ongoing
353	Worcester County Developmental Center - Preventive Maintenance	19	Ongoing
	EASTERN SHORE NON-PROFITS FY 2015 AND 2016		
354	Job Access and Reverse Commute (JARC) Program	47	Ongoing
355	New Freedom Program	882	Ongoing
	WESTERN MD NON-PROFITS FY 2015 AND 2016		
356	Job Access and Reverse Commute (JARC) Program	34	Ongoing
357	New Freedom Program	68	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	SOUTHERN MD NON-PROFITS FY 2015 AND 2016		
358	Job Access and Reverse Commute (JARC) Program	100	Ongoing
359	New Freedom Program	400	Ongoing
	CENTRAL MD NON-PROFIT FY 2015 AND 2016		
360	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
361	New Freedom Program	542	Ongoing



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	281.5	238.2	246.2	262.0	271.5	279.6	1,579.1
Special Funds	169.3	132.1	140.1	155.9	165.4	173.5	936.4
Federal Funds - WMATA *	112.1	106.1	106.1	106.1	106.1	106.1	642.7

*** 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: [X] 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: Project is completed.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	638,683	638,683	0	0	0	0	0	0	0	0
Total	638,683	638,683	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8002

PROJECT: WMATA Capital Improvement Program

DESCRIPTION: This 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 2015 - 2020 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2015 - 2020 CIP also includes investment to plan for and initiate projects necessary to meet key future system capacity needs. WMATA's FY 2015 - 2020 CIP includes, but is not limited to, projects to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board.

SMART GROWTH STATUS: [X] 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 Debt Service -- Line 1
Matching Funds -- Line 4

STATUS: The FY 2015 - 2020 CIP was adopted by the WMATA Board of Directors on May 22, 2014.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The project cost increased $206.0M due to the addition of $25.0M for Maryland's contribution to the regional $75.0M commitment for the Metro 2025 initiative as well as the addition of $181.0M in new FY 2020 funding. Of the full $218.1M shown in FY 2020, $37.1M was previously programmed in prior years but is now forecast in FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,525,471	1,319,134	219,653	173,421	184,662	200,507	209,982	218,112	1,206,337	0
Total	2,525,471	1,319,134	219,653	173,421	184,662	200,507	209,982	218,112	1,206,337	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9004, 9006

PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

SMART GROWTH STATUS: [X] 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: Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by $57.3 million due to the removal of funding for the 6000-Series railcars, all of which are now in service.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,536	13,080	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	19,536	13,080	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

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 federal funds.

JUSTIFICATION: Funding is used for capital improvements to improve safety and state of good repair of the rail system, including the replacement of all 1000 series railcars and other investments called for in recommendations made by the National Transportation Safety Board (NTSB).

SMART GROWTH STATUS: [X] 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 Iimprovement Program -- Line 2

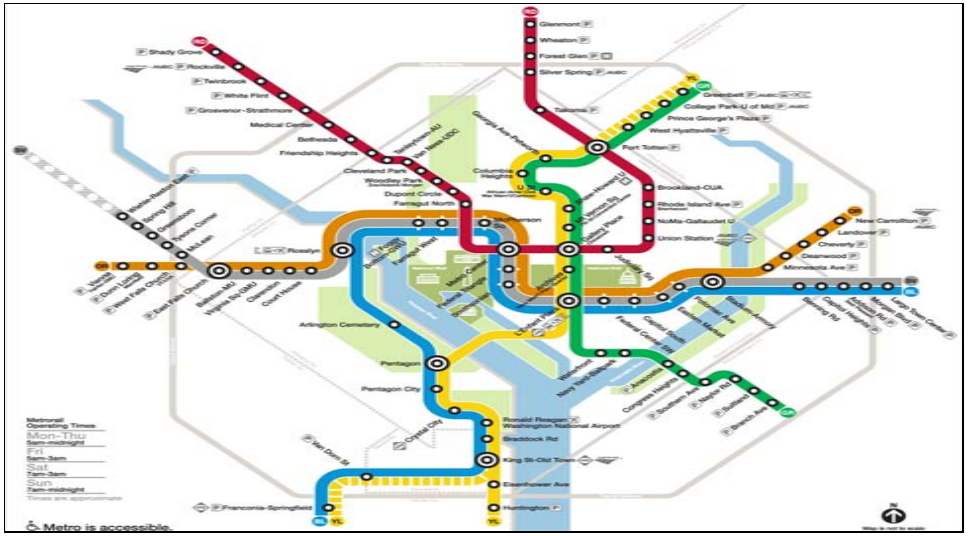
STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2014 is $148.5M. Maryland will provide $50.3M in FY 2015 for its portion of the match.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	500,000	196,446	50,300	53,254	50,000	50,000	50,000	50,000	303,554	0
Total	500,000	196,446	50,300	53,254	50,000	50,000	50,000	50,000	303,554	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008



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 Meter Matters program was initiated in FY 2005 with a multi-year budget of approximately $3.9B. A majority of Metro Matters project work was completed during FY 2005-2010. This program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters program.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

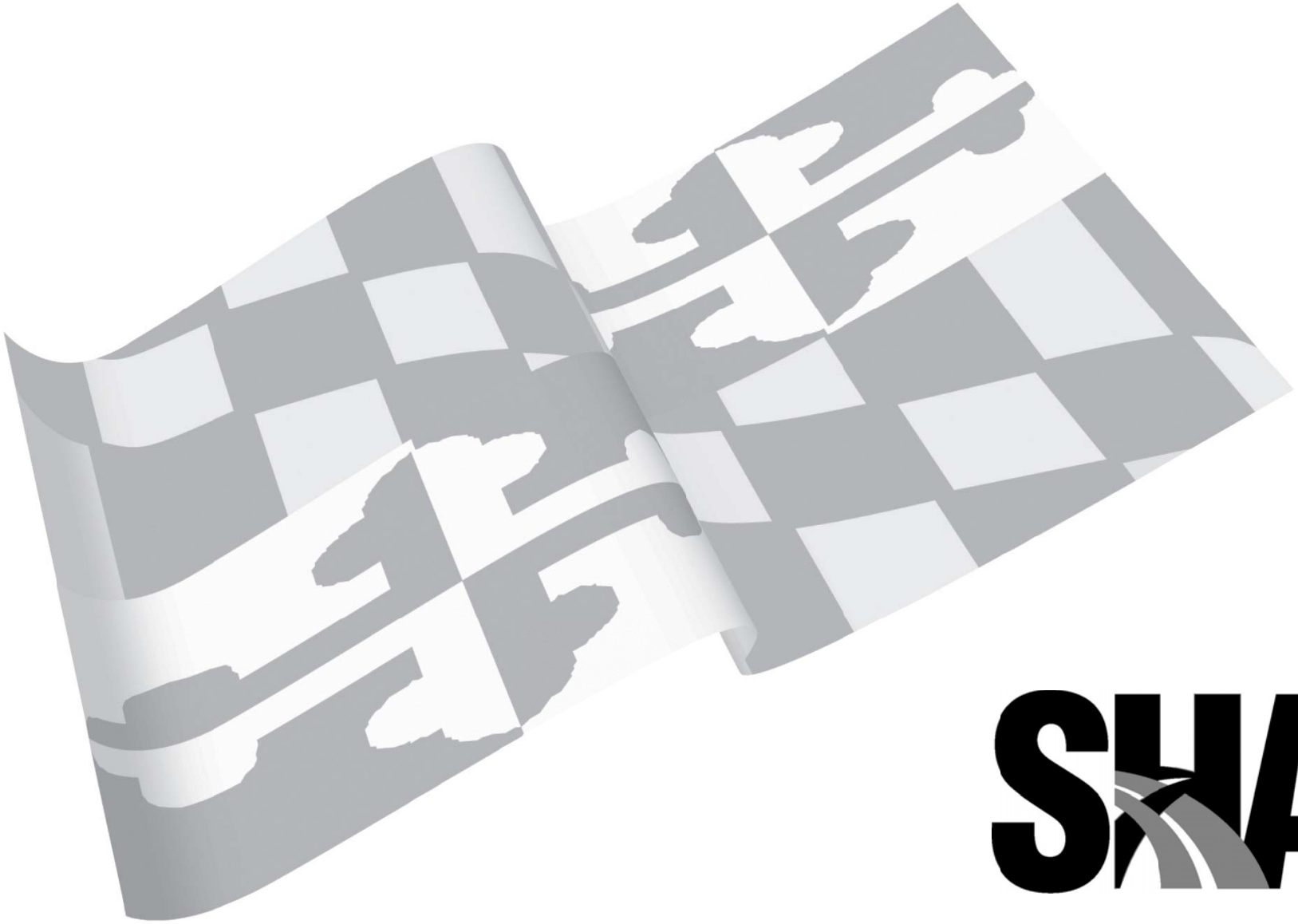
STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5M during the FY 2015-2020. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The project cost increased $10.5M annually due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	114,971	52,259	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Total	114,971	52,259	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9010

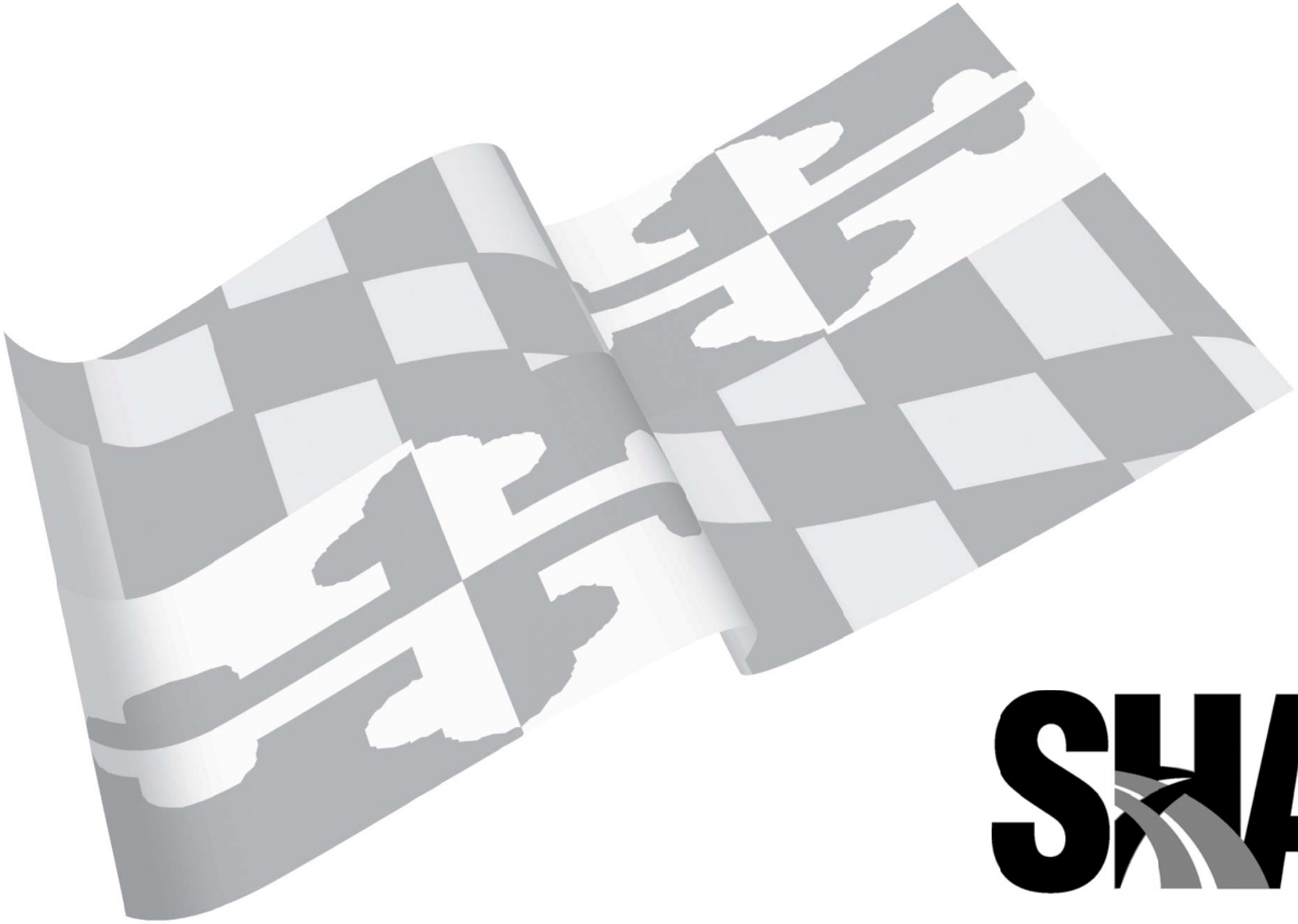


SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	183.0	308.1	393.4	276.4	205.6	64.2	1,430.7
Safety, Congestion Relief and Community Enhancements	895.2	876.6	704.6	695.6	739.4	754.1	4,665.5
Other System Preservation	38.5	38.9	39.3	41.5	41.9	42.4	242.5
Programs 3 & 8	67.9	79.8	77.5	76.6	76.6	77.6	456.0
Development & Evaluation Program	45.1	92.9	101.9	74.1	57.4	22.9	394.3
TOTAL	1,229.7	1,396.3	1,316.7	1,164.2	1,120.9	961.2	7,189.0
Special Funds	644.9	869.7	796.9	757.7	753.6	622.8	4,445.6
Federal Funds	584.8	526.6	519.6	406.5	367.3	338.4	2,743.2



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: [X] 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:

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

[X] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[X] Community Vitality
[X] Economic Prosperity

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, which improves movement of both passengers and freight. 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 2014 - 19 CTP: Added funding in FY20.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	172,196	99,886	15,777	11,643	11,630	11,300	10,980	10,980	72,310	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	254,658	213,168	5,823	8,157	12,870	6,400	4,920	3,320	41,490	0
Total	426,854	313,054	21,600	19,800	24,500	17,700	15,900	14,300	113,800	0
Federal-Aid	407,780	305,360	19,440	17,820	22,050	15,930	14,310	12,870	102,420	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ Safety & Security
☒ System Preservation
☒ Quality of Service
☒ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: Program targets transportation improvements in older urban areas with physical infrastructure including drainage and stormwater management that needs repair to support economic development and revitalization. Promotes bike and pedestrian access to commercial centers, transit facilities, schools, and 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 2014 - 19 CTP: Added funding in FY20.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	134,511	68,959	12,340	12,572	11,321	11,962	9,375	7,982	65,552	0
Right-of-way	61,341	18,319	7,373	9,339	7,310	7,000	6,500	5,500	43,022	0
Construction	500,781	284,355	18,187	36,689	50,869	44,338	34,325	32,018	216,426	0
Total	696,633	371,633	37,900	58,600	69,500	63,300	50,200	45,500	325,000	0
Federal-Aid	82,721	81,221	400	1,100	0	0	0	0	1,500	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ Safety & Security
☒ System Preservation
☒ Quality of Service
☒ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

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 2014 - 19 CTP: Added funding in FY20. Reallocated $5.4 million to resurfacing program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	200	0	200	0	0	0	0	0	200	0
Engineering	14,747	7,547	1,200	1,200	1,200	1,200	1,200	1,200	7,200	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	55,529	37,329	3,900	3,700	2,800	2,600	2,500	2,700	18,200	0
Total	70,771	45,171	5,300	4,900	4,000	3,800	3,700	3,900	25,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☒ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

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 2014 - 19 CTP: Added funding in FY20.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50,422	40,872	3,020	2,930	900	900	900	900	9,550	0
Right-of-way	1,038	438	100	100	100	100	100	100	600	0
Construction	324,823	289,473	6,880	13,270	11,300	1,300	1,200	1,400	35,350	0
Total	376,283	330,783	10,000	16,300	12,300	2,300	2,200	2,400	45,500	0
Federal-Aid	242,698	223,498	2,800	6,300	6,200	1,200	1,400	1,300	19,200	0

CLASSIFICATION:

STATE - N/A

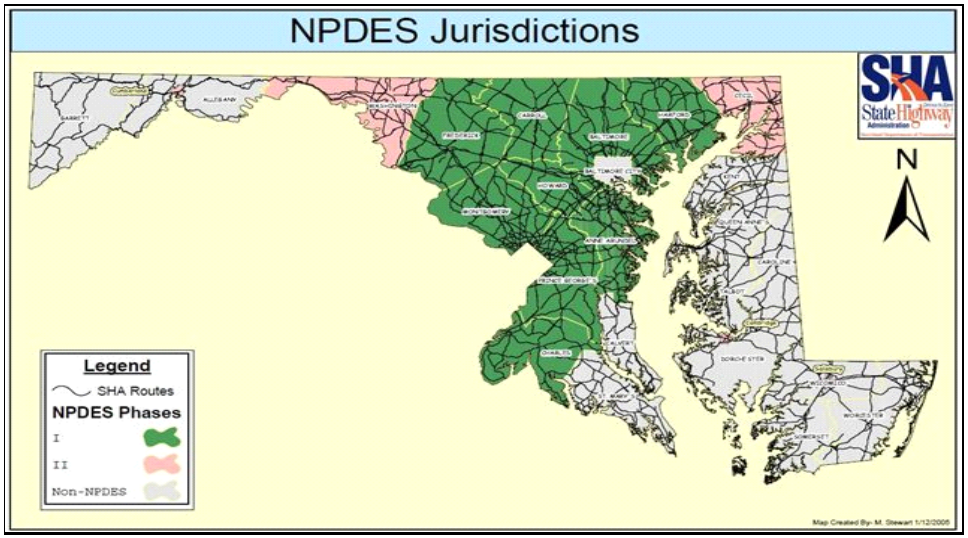
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☐ Safety & Security
☐ System Preservation
☒ Quality of Service
☒ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

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 2014 - 19 CTP: This includes $45.0 million in FY 15 General Obligation Bonds and $350.0 million in FY16-FY19 of General Funds. Added funding in FY20.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,000	0	1,000	2,000	2,000	2,000	2,000	2,000	11,000	0
Engineering	152,700	15,200	32,500	25,000	20,000	20,000	20,000	20,000	137,500	0
Right-of-way	27,000	0	1,000	6,000	5,000	5,000	5,000	5,000	27,000	0
Construction	480,300	56,900	18,000	59,500	80,300	97,700	84,000	83,900	423,400	0
Total	671,000	72,100	52,500	92,500	107,300	124,700	111,000	110,900	598,900	0
Federal-Aid	54,494	46,794	4,000	1,700	0	0	0	2,000	7,700	0

CLASSIFICATION:

STATE - N/A

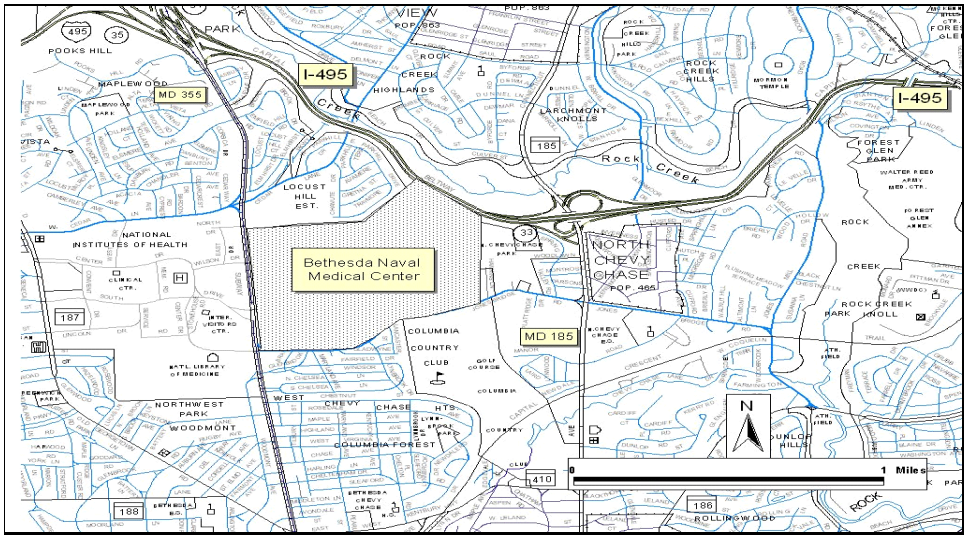
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge Road - Phase 1&2 (Montgomery County Line 5)
MD 185, at Jones Bridge (Phase 3) (Montgomery County Line 6)
MD 187, at West Cedar Lane (Montgomery County Line 7)
MD 320, at Sligo Creek (Montgomery County Line 9)
MD 355, at Jones Bridge (Montgomery County Line 10)
MD 355, at West Cedar Lane (Montgomery County Line 11)

STATUS: Engineering underway. Office of Economic Adjustments has contributed $38.2 million towards the BRAC improvements.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Improvements to key intersections in the vicinity of Bethesda Naval Medical Center 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.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,319	11,690	500	129	0	0	0	0	629	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,963	0	0	0	0	0	5,963	0	5,963	0
Total	18,282	11,690	500	129	0	0	5,963	0	6,592	0
Federal-Aid	8,323	2,924	500	129	0	0	4,770	0	5,399	0

CLASSIFICATION:

STATE - N/A

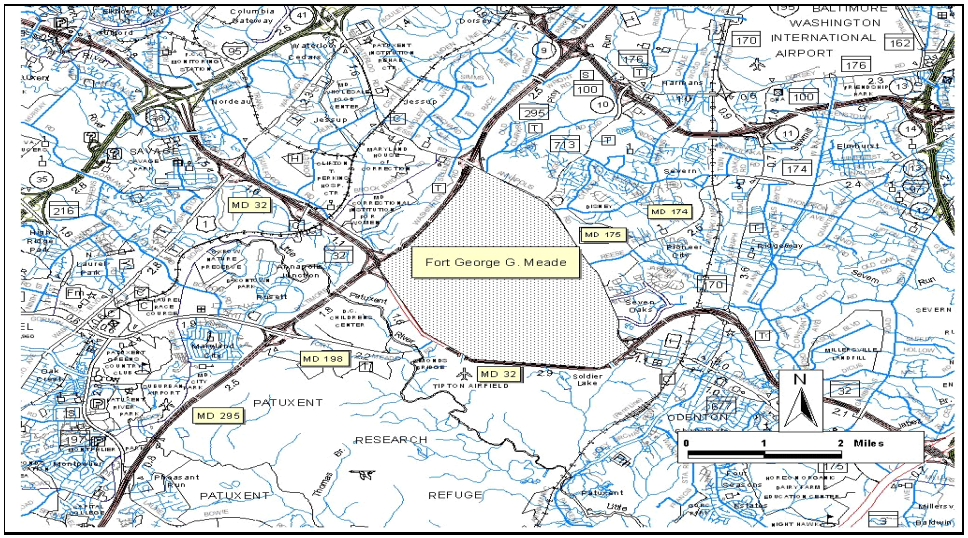
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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, Disney Road to Reece Road (Anne Arundel Line 3)
MD 175, MD 295 to MD 170 (Anne Arundel County Line 8)
MD 198, MD 295 to MD 32 (Anne Arundel County Line 9)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved from the Construction Program to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	223	5	24	0	0	0	0	29	0
Engineering	7,451	7,451	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	7,703	7,674	5	24	0	0	0	0	29	0
Federal-Aid	1,397	1,369	5	23	0	0	0	0	28	0

CLASSIFICATION:

STATE - N/A

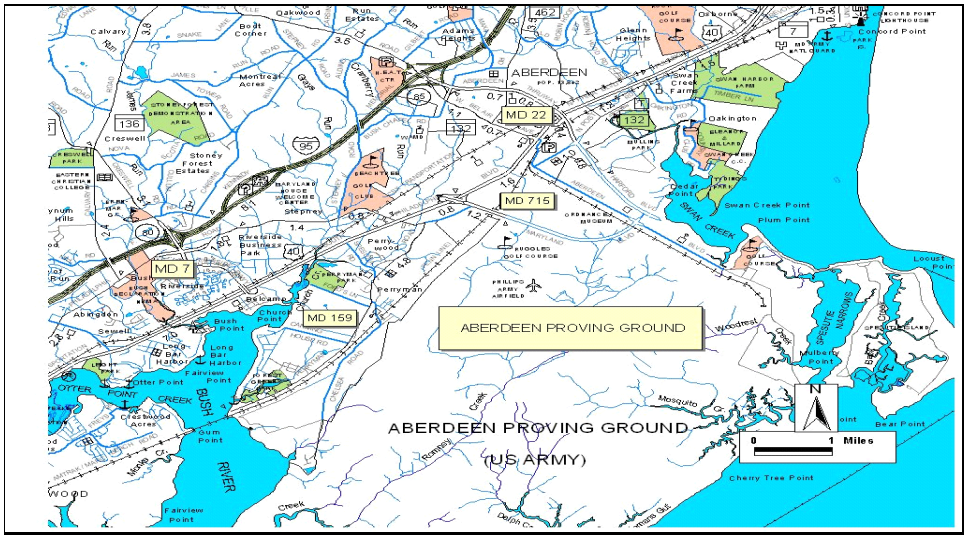
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [x] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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, at MD 7/MD 159 (Phase 1 - Harford County Line 6)
US 40, at MD 7/MD 159 (Phase 2 - Harford County Line 7)
Perryman, Access Study (Harford County Line 9)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,608	8,198	410	0	0	0	0	0	410	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	8,608	8,198	410	0	0	0	0	0	410	0
Federal-Aid	4,112	3,702	410	0	0	0	0	0	410	0

CLASSIFICATION:

STATE - N/A

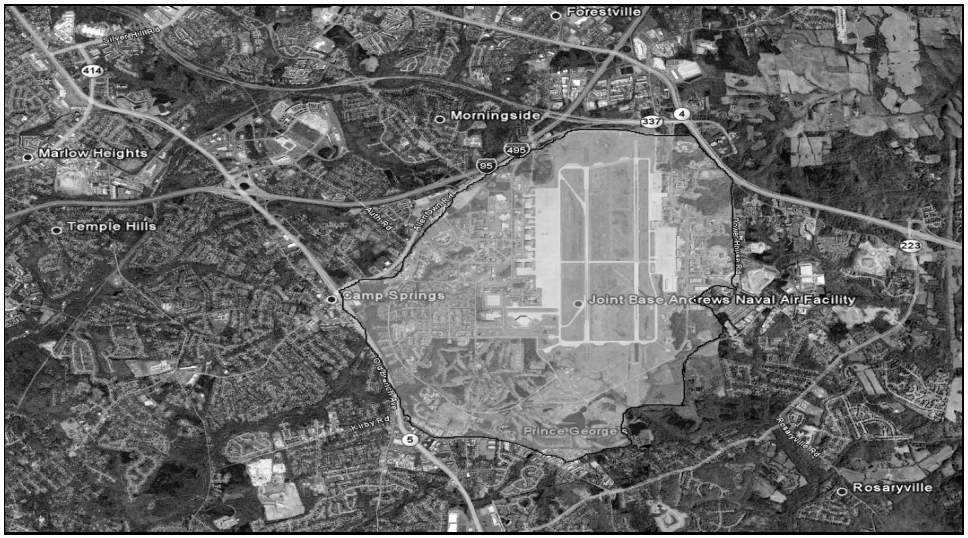
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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)
MD 337, at MD 218 and I-495 NB Off Ramp (Line 12)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 14)
MD 4, MD 223 to I-95 (Prince George's Line 17)
MD 5, US 301 to I-95 (Prince George's Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $4.4 million is due to funds being moved to the MD 337 project in Prince George's County (Line 12).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,988	1,988	500	500	0	0	0	0	1,000	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	2,988	1,988	500	500	0	0	0	0	1,000	0
Federal-Aid	2,953	1,953	500	500	0	0	0	0	1,000	0

CLASSIFICATION:

STATE - N/A

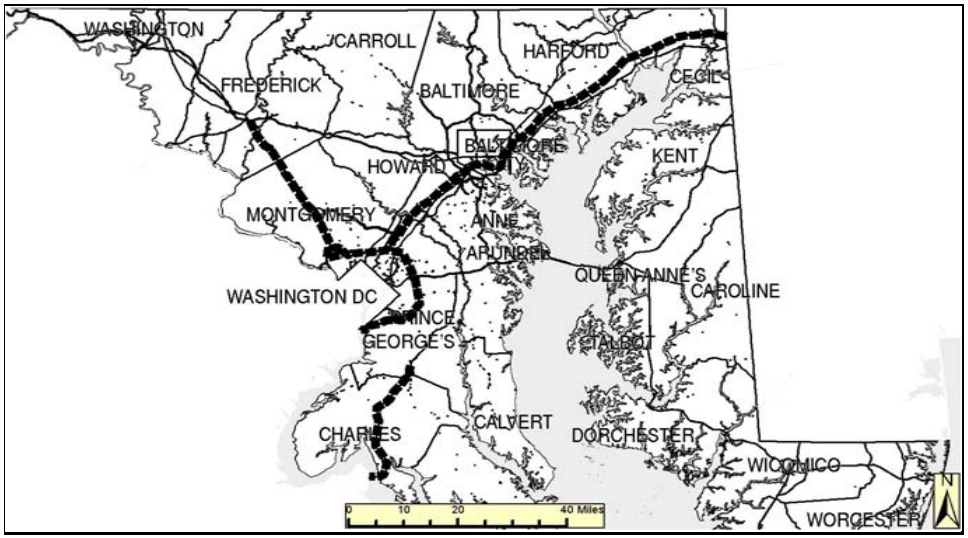
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - N/A

PROJECTED (2030) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95/495, 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,000	612	475	3,913	0	0	0	0	4,388	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	612	475	3,913	0	0	0	0	4,388	0
Federal-Aid	4,300	494	433	3,373	0	0	0	0	3,806	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 December 1, 2014
		Fiscal Year 2014 Completions		
		Bridge Replacement/Rehabilitation		
1		Fixed bridges, Culverts, Noise Walls and Retaining Walls in Alleghany, Garrett and Washington Counties	1,717	Completed
2		11 existing bridges on MD 75, MD 77, MD 91, MD 144 and I 70; clean and paint bridges	1,486	Completed
3		6 existing bridges on MD 80 to I 270; clean and paint bridges	1,977	Completed
		Traffic Management		
4		Various locations; signalization	3,262	Completed
5		Various locations in District 1 and District 2; signing	1,101	Completed
6		Various locations in District 7; signing	2,383	Completed
7		Various locations in District 4; signalization	3,088	Completed
8		Various locations in District 4; sign structures	2,584	Completed
9		Various locations in District 3; sign structures	2,595	Completed
10		Various locations in District 3; signing	3,256	Completed
11		Various locations in District 1 and District 2; signalization	1,279	Completed
12		Various locations in District 6 and District 7; signalization	2,338	Completed
13		Various locations in District 3; signalization	6,029	Completed

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 December 1, 2014
		Fiscal Year 2014 Completions (cont'd)		
		C.H.A.R.T. Projects		
14		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,540	Completed
		Environmental Preservation		
15		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	Completed
16		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	Completed
		Enhancements		
		Environmental Mitigation		
17		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	243	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
18		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	1,900	FY 2015
19		At various locations in Carroll County; resurface	10,501	FY 2015
20		At various locations in Carroll County; resurface	13,000	FY 2015
21		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
22		At various locations in District 6; slurry seal	2,974	FY 2015
23		At various locations in District 5; sidewalks	3,023	FY 2015
24		At various locations in District 2; joint sealing	465	FY 2015
25		At various locations in District 4; guardrail	2,302	FY 2015
26		At Various Locations in District 4; Joint Sealing	1,435	FY 2015
27		At various locations in District 6; resurface	445	FY 2015
28		At various locations in District 5; guardrail	933	FY 2015
29		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,400	FY 2015
30		At various locations in District 7; guardrails	2,313	FY 2015
31		Various locations in Districts 3 and 5; pavement marking	2,638	FY 2015
32		Various locations in Districts 1 and 2; pavement marking	2,055	FY 2015
33		Various locations; guardrails	2,355	FY 2015
34		Various locations in Montgomery and Prince George's Counties; resurface	2,055	FY 2015
35		At various locations in District 5; widen and resurface	4,176	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
36		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	FY 2015
37		Various locations in Districts 4 and 7; pavement marking	2,025	FY 2015
38		Various locations in District 2; slurry seal	1,186	FY 2015
39		Various Locations in Carroll, Frederick and Howard Counties; joint sealing	997	FY 2015
40		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	FY 2015
41		Various locations in District 3 and 5; thermpolastic thinline striping	1,207	FY 2015
42		Various locations in District 4 and District 7; pavement marking	975	Under construction
43		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
44		Various locations in District 2; guardrail	383	FY 2015
45		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	FY 2015
46		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
47		Various locations in District 7; guardrail	1,413	FY 2015
48		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
49		Various locations in Baltimore and Harford Counties; joint sealing	1,020	FY 2015
50		Various locations in Dorchester, Somerset, Wicomico, Worcester Counties; traffic barrier upgrades	1,207	Under construction
51		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction
52		Various locations in Anne Arundel, Calvert, Charles and St. Mary's County; drainage	853	Under construction
53		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2015
54		Traffic barrier upgrades at various locations in District 3	1,143	Under construction
55		Various Locations in District 5; slurry seal	1,932	Under construction
56	US 50	Ocean Gateway; 0.5 miles west of MD 404 to 0.5 miles east of MD 404; resurface	1,502	FY 2015
		Bridge Replacement/Rehabilitation		
57		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	9,838	FY 2015
58		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	9,838	FY 2015
59		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	9,838	FY 2015
60		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 3; bridge rehabilitation	9,838	FY 2015
61		At various locations on lower Georges Creek Road, National Freeway, Friendsville Road; clean and paint bridges	1,585	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
62		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	
63		Install troughs and rehabilitation of joints to 25 bridges in WA and BA counties; joint sealing	3,360	FY 2015
64		Bridges 14006, 1402700 and 2001800 in Kent and Talbot counties; clean/paint bridges	1,602	FY 2015
65		Invert paving and restoration to various structures; miscellaneous	1,449	FY 2015
66		Provide access equipment and MOT Services for bridge inspection/evaluation	6,388	FY 2015
67		10 existing bridges on US 13, MD 353, MD 12 and US 113; clean and paint bridges	1,551	FY 2015
		Safety/Spot Improvement		
68		ADA at various locations in District 1; sidewalks	2,631	FY 2015
69		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,828	FY 2015
70		At various locations in District 6; sidewalks	2,631	FY 2015
71		At various locations in District 3; sidewalks	4,004	FY 2015
72		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	1,168	FY 2015
73		Various locations in District 7; ADA compliance	2,515	FY 2015
74		At various locations in District 1 and 2; pavement marking	899	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
75		At various locations Statewide; drainage improvement	2,742	FY 2015
76		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,712	FY 2015
77		At various locations in District 1; rumble strips	505	FY 2015
78		At various locations Statewide; drainage improvement	3,120	FY 2015
79		At various locations in District 3; surface treatment	4,164	FY 2015
80		At various locations in District 2; raised pavement markings	553	FY 2015
81		Various locations statewide; drainage improvement	2,495	FY 2015
82		Various locations in District 2; rumble strips	232	FY 2015
83		ADA Compliance Program in District 1	4,135	FY 2015
84		Various locations in Baltimore and Harford Counties; safety	5,141	FY 2015
85		At various locations in District 3; sidewalks	3,744	Under construction
86		Various locations statewide; drainage	1,457	Under construction
87		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Under construction
88		Various locations in District 4; pavement markings	517	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
89		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Under construction
90		Sign Reflectivity Management Statewide; signing	8,000	Under construction
91		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
92	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	760	FY 2015
93	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,200	Under construction
		Noise Barriers		
94		Various locations; noise abatements	1,410	FY 2015
95	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	499	FY 2015
		Traffic Management		
96		At various locations in Districts 6 and 7; lighting	3,378	FY 2015
97		At various locations statewide; signing	6,251	FY 2015
98		Light Emitting Diode (LED) Upgrades - Statewide	4,030	FY 2015
99		Modify/Install/Reconstruct Signals; signalization	5,740	FY 2015
100		Tourism and service signing; signing	3,157	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management (cont'd)		
101		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	FY 2015
102		APS in Districts 6 and 7; signalization	5,037	FY 2015
103		At various locations in District 3; lighting	4,930	FY 2015
104		At various locations in District 3; signalization	9,055	FY 2015
105		At various locations in District 4; lighting	4,268	FY 2015
106		At various locations in District 5; lighting	4,007	FY 2015
107		At various locations in District 6; signing	3,693	FY 2015
108		Various locations in District 3; signing	3,737	FY 2015
109		Various locations in District 6 and 7; lighting	4,875	FY 2015
110		Various locations in District 4; signalization	5,696	FY 2015
111		Various locations in District 1 and 2; lighting	4,861	FY 2015
112		Various Locations in District 5; signalization	5,664	FY 2015
113		Various locations in District 4; signing	3,048	FY 2015
114		Automatic Traffic Recorders Statewide; miscellaneous	1,988	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management (cont'd)		
115		Modify/reconstruct with in Districts 3, 4, 5; signalization	11,503	FY 2015
116		Traffic signs and APS in District 3; signalization	7,153	FY 2015
117		Sign Structure replacement in District 7	4,777	FY 2015
118		Sign Structure replacement in District 4	4,905	FY 2015
119		Sign Structure replacement in District 3	5,003	FY 2015
120		Various locations in District 3, 4 and 5; signalization	5,671	FY 2015
121		Various Locations in Districts 6 and 7; signalization	3,168	Under construction
122		At various locations in District 5; signing	2,295	FY 2015
123		Various locations in District 5; signalization	5,935	Under construction
124		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
125		Install and modify Traffic Control devices in District 4; signalization	6,022	Under construction
126		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Under construction
127		Various Locations in District 1 and 2; signalization	1,064	Under construction
128		Various Locations in District 4; lighting	1,783	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management (cont'd)		
129		Various Locations in District 1 and 2; signing	1,287	Under construction
130		Various Locations in District3; signalization	2,146	Under construction
131		Various Locations in District 3; signing	2,810	Under construction
132		Various Locations in District 5; signalization	2,104	Under construction
133		Various Locations in District 6 and 7; lighting	930	Under construction
134		Various Locations in District 4; signing	2,999	Under construction
135		Various Locations in District 5; lighting	1,674	Under construction
136		Various Locations in District 3; lighting	1,984	Under construction
137		Various Locations in District 6 and 7; signing	2,170	Under construction
138		Various Locations in District 1 and 2; lighting	1,300	Under construction
139		Various Locations in District 4; signalization	2,048	Under construction
140		Various Locations in District 6 and 7; signalization	1,074	Under construction
141		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
142		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management (cont'd)		
143		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
		C.H.A.R.T. Projects		
144		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,802	FY 2015
145		CHART DMS Deployment - Phase 4; miscellaneous	3,500	FY 2015
146		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,509	FY 2015
147		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	3,636	FY 2015
148		Road Weather Information Systems Upgrade	500	Under construction
149		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
150		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
151		Back-up Power for CHART Cameras	1,818	Under construction
152		10 CCTV Cameras Project	700	Under construction
153	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	772	FY 2015
		Environmental Preservation		
154		Landscape sustainability improvements V for Districts 3 and 5; landscape	455	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Environmental Preservation (cont'd)		
155		Landscape Sustainability IV at various locations in District 1; landscape	90	FY 2015
156		Landscape Sustainability IV at various locations in District 1; landscape	100	FY 2015
157		Landscape Sustainability IV at various locations in District 2; landscape	106	FY 2015
158		At various locations in District 4; landscape	1,144	FY 2015
159		At various locations in District 7; landscape	509	FY 2015
160		I 695 to Mountain Road and various sites; landscape	514	FY 2015
161		Various locations in District 3 and 5; landscape	588	FY 2015
162		Various locations in District 1 and 2; landscape	400	FY 2015
163		Various locations in District 4 and 7; landscape	468	FY 2015
164		Various locations in District 1 and 2; landscape	162	Under construction
165		Various locations in District 3 and 5; landscape	479	Under construction
166		Various interchanges on US 50 and US 13; landscaping	1,087	Under construction
167		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	Under construction
168		Various Interchanges on US 50 and MD 100	1,220	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Environmental Preservation (cont'd)		
169		Various interchanges on I 70, I 68 and MD 200; landscaping	847	Under construction
170		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	Under construction
171		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
172		Landscaping at various locations in District 4 and District 7; landscaping	220	Under construction
173		Landscaping at various locations in District 1 and District 2; landscaping	114	Under construction
174	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	449	FY 2015
175	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	959	FY 2015
176	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	Under construction
177	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	Under construction
		Sidewalks		
178		Various locations in District 2; sidewalks	2,506	FY 2015
179		Various locations in District 3; sidewalks	3,661	FY 2015
180		At various locations in District 5; sidewalks	2,983	FY 2015
181		At Various locations in District 5; sidewalks	2,006	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Sidewalks (cont'd)		
182		Various locations in District 3; sidewalks	2,613	FY 2015
183		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,755	FY 2015
		Truck Weight		
184		Virtual Weigh Station - Overheight detection	1,200	FY 2015
		TMDL Compliance		
185		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,206	FY 2015
186		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2015
187		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,772	FY 2015
188		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	2,345	FY 2015
189		At various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,000	FY 2016
190		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,500	FY 2015

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Enhancements		
		Archaeological Planning & Research		
191		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
192		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	FY 2015
		Congressional Earmarks		
193		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

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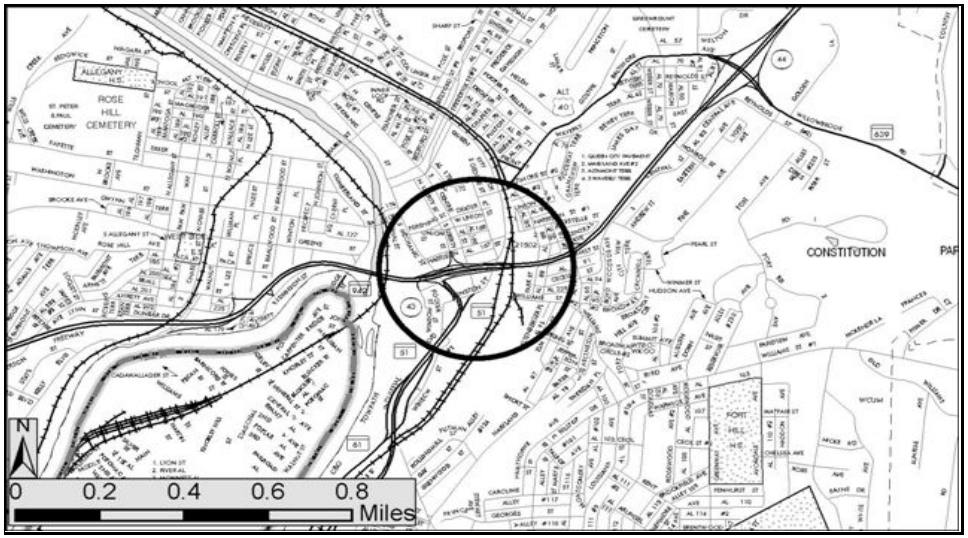
ALLEGANY COUNTY



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: Existing bridge requires rehabilitation work including: cleaning, painting, lighting, superstructure and substructure repairs.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: The cost increase of $1.7 million is due deteriorated bridge conditions which required additional concrete work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,383	13,753	4,630	0	0	0	0	0	4,630	0
Total	18,383	13,753	4,630	0	0	0	0	0	4,630	0
Federal-Aid	18,200	13,736	4,464	0	0	0	0	0	4,464	0

CLASSIFICATION:

STATE - Interstate

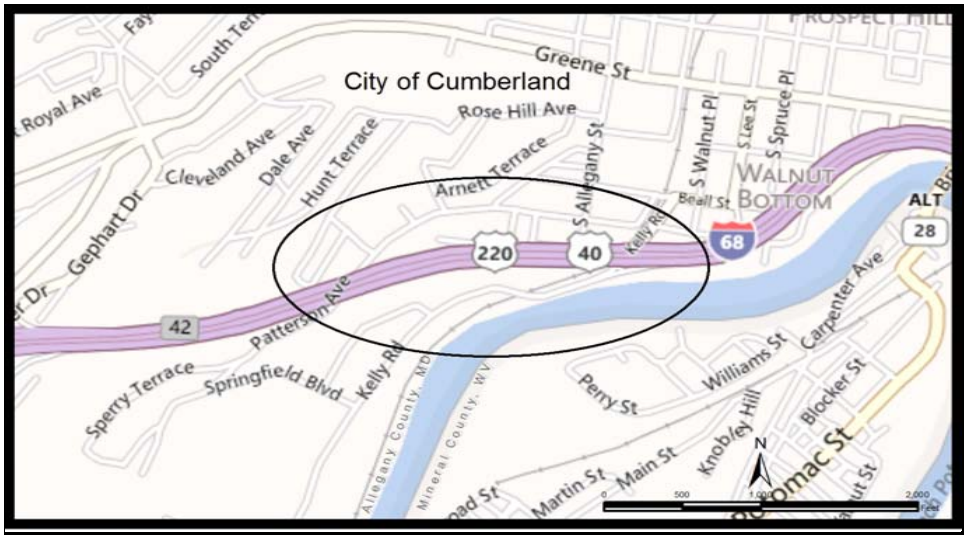
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 48,480

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: Existing bridge requires rehabilitation work including: cleaning, painting, lighting, deck, superstructure and substructure repairs.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	511	511	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,219	5,682	5,537	0	0	0	0	0	5,537	0
Total	11,730	6,193	5,537	0	0	0	0	0	5,537	0
Federal-Aid	11,483	6,116	5,367	0	0	0	0	0	5,367	0

CLASSIFICATION:

STATE - Interstate

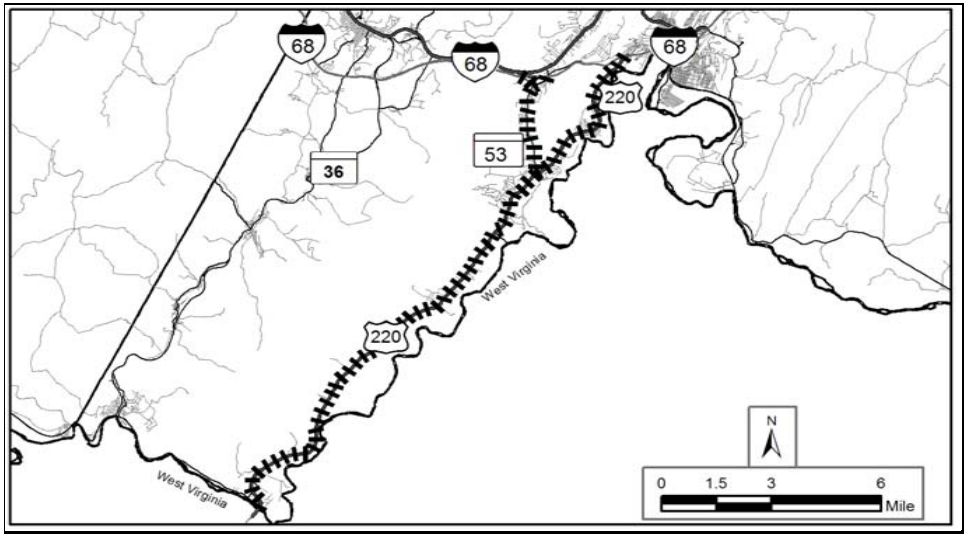
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 13,540

PROJECTED (2030) - 19,000



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning for Tier 2 underway. The cost shown is Maryland's share only. Maryland is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,363	1,430	646	1,843	1,300	1,144	0	0	4,933	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	1,430	646	1,843	1,300	1,144	0	0	4,933	0
Federal-Aid	4,877	1,025	505	1,441	1,014	892	0	0	3,852	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 9,290 - 18,190

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 December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	US 40 SC	National Pike; Fifteen Mile Creek Road to West Shipley Road; resurface	1,377	Completed
		Safety/Spot Improvement		
2	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	5,384	Completed
3	MD 144	National Pike; I 68 to Prides Lane; guardrail	1,023	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
4		At various locations in Allegany County; resurface	5,567	Under construction
5		Various locations in Allegany County; resurface	5,848	Under construction
6	MD 36	Mount Savage Road; south corporate limits of Mt. Savage to Jennings Run; safety and resurface	989	Completed
7	US 40 SC	National Pike; West Shipley Road to east of structure 01175; resurface	1,759	Completed
8	MD 51	Oldtown Road; west of Comerford Drive to Potomac River Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,192	Completed
9	MD 51	Oldtown Road; Pack Horse Road to Town Creek Bridge; resurface	1,716	FY 2016
10	MD 51	Oldtown Road; Town Creek Bridge 0104700 to west of Comerford Drive; resurface	1,700	Under construction

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Bridge Replacement/Rehabilitation		
11	MD 636	Warrior Drive; bridge 0107200 over Warrior Run; bridge rehabilitation	648	Completed
		Safety/Spot Improvement		
12	US 220	McMullen Highway; at Louise Drive; geometric improvements	1,501	FY 2015
		Enhancements		
		Pedestrian/Bicycle Facilities		
13		Amtrak Station Entryway Improvement	243	FY 2016
		Establishment of Transportation Museums		
14		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of a exhibition exploring the National Road and C&O Canal	150	FY 2016

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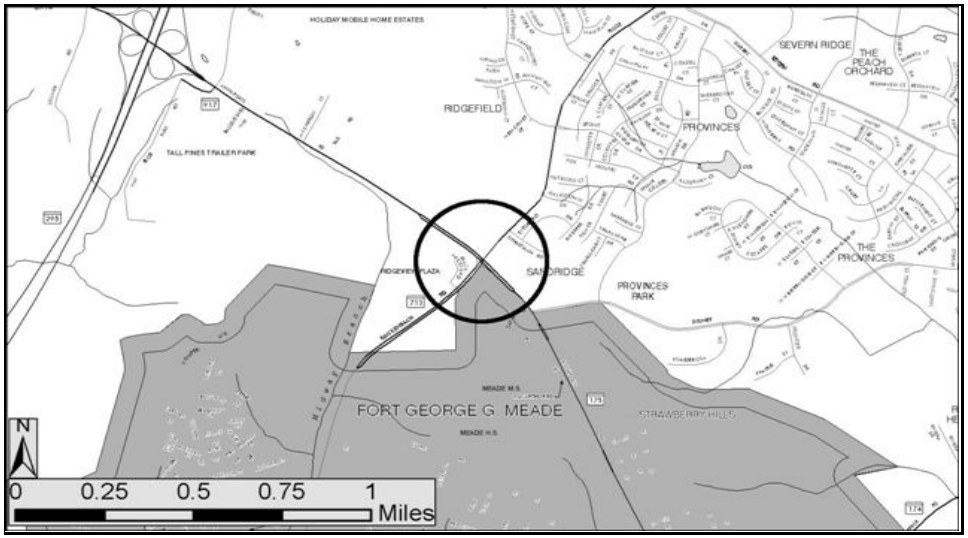


PROJECT: MD 175, Annapolis Road

DESCRIPTION: Constructed 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 improved safety and operations along MD 175 and eased growing congestion resulting from BRAC expansion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, Disney Road to Reece Road (Line 3)
MD 175, MD 295 to MD 170 (Line 8)
BRAC Intersection Improvements near Fort Meade (Statewide Line 7)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project relieved traffic congestion on this failing intersection as a result of the projected volumes resulting from BRAC expansion.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $1.6 million is due to a water and sewer line relocation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,102	3,908	191	3	0	0	0	0	194	0
Construction	10,515	9,207	1,308	0	0	0	0	0	1,308	0
Total	14,617	13,115	1,499	3	0	0	0	0	1,502	0
Federal-Aid	14,248	12,769	1,476	3	0	0	0	0	1,479	0

CLASSIFICATION:

STATE - Urban Minor Arterial

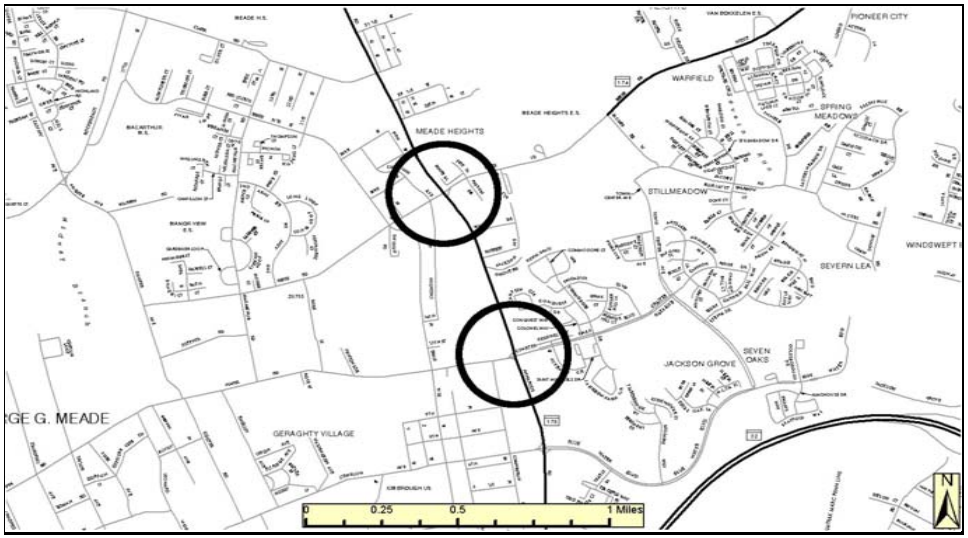
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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. (BRAC intersection improvement) This project includes construction of a new security fence and tree buffer along Fort Meade's property.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, Disney Road to Reece Road (Line 3)
MD 175, MD 295 to MD 170 (Line 8)
BRAC Intersection Improvements near Fort Meade (Statewide Line 7)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will relieve traffic congestion at these failing intersections as a result of the projected volumes from BRAC.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	13,907	1,415	3,862	5,285	2,768	577	0	0	12,492	0
Construction	14,349	563	2,439	3,597	3,994	3,756	0	0	13,786	0
Total	28,256	1,978	6,301	8,882	6,762	4,333	0	0	26,278	0
Federal-Aid	22,969	1,681	5,063	7,199	5,486	3,540	0	0	21,288	0

CLASSIFICATION:

STATE - Urban Minor Arterial

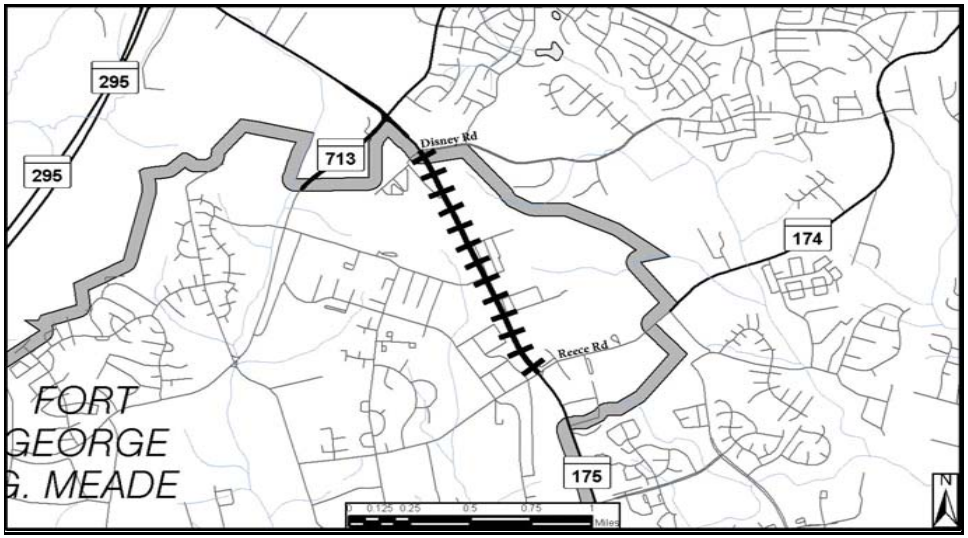
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 near Fort Meade (Statewide Line 7)

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

STATUS: Engineering underway. The project received $10.0 million in TIGER grants for construction.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program. This is a breakout project of MD 175 from MD 295 to MD 170 (Line 8)

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	750	750	500	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,667	0	0	0	15,132	12,916	12,216	4,403	44,667	0
Total	46,667	0	750	750	15,632	12,916	12,216	4,403	46,667	0
Federal-Aid	36,267	0	600	600	12,144	10,025	9,481	3,417	36,267	0

CLASSIFICATION:

STATE - Urban Minor Arterial

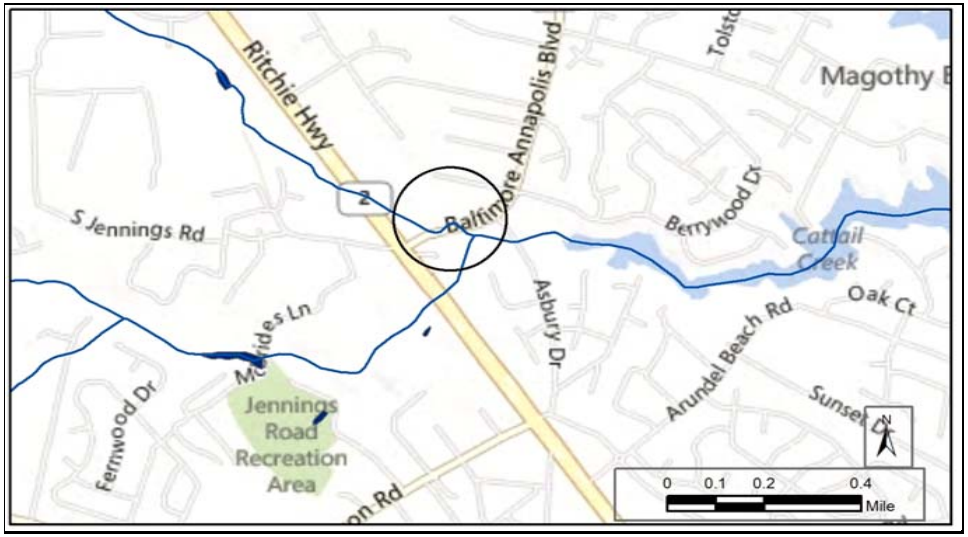
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 648, Baltimore Annapolis Boulevard

DESCRIPTION: Replaced small structure 02080XX over Cattail Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure was structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	412	412	0	0	0	0	0	0	0	0
Right-of-way	80	56	24	0	0	0	0	0	24	0
Construction	1,275	84	1,191	0	0	0	0	0	1,191	0
Total	1,767	552	1,215	0	0	0	0	0	1,215	0
Federal-Aid	779	242	537	0	0	0	0	0	537	0

CLASSIFICATION:

STATE - Local

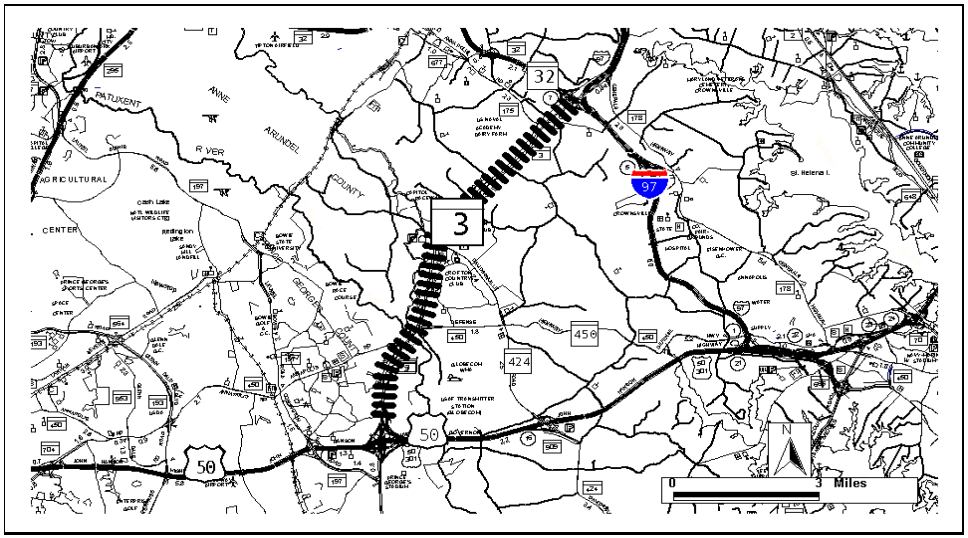
FEDERAL - Urban Local

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 22)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	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
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

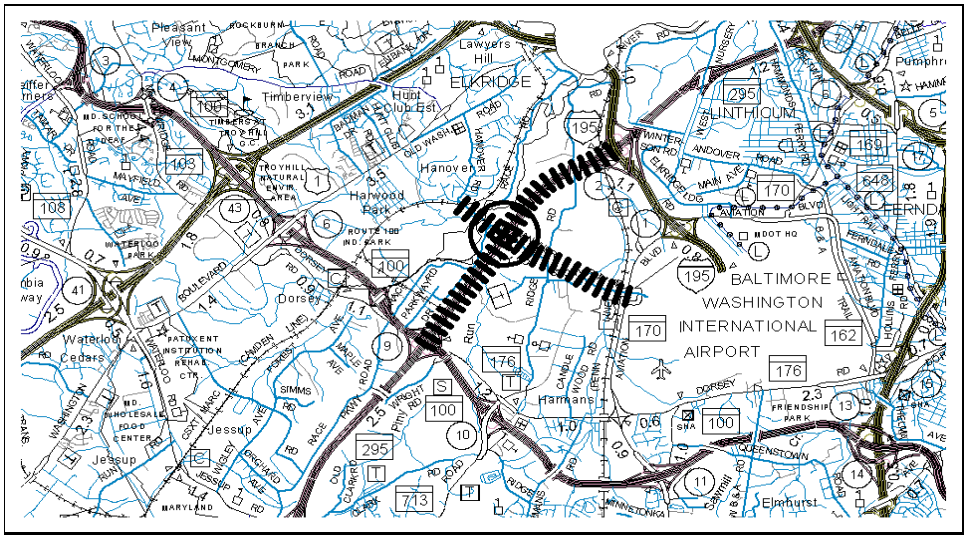
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 64,000 - 82,950

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 will 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	1,814	1,814	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

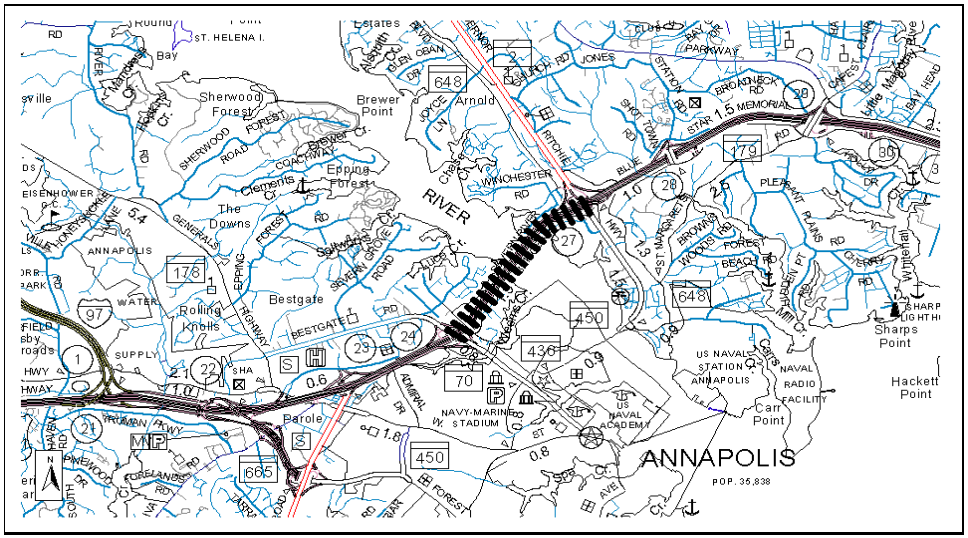
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,563	563	600	1,400	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,563	563	600	1,400	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

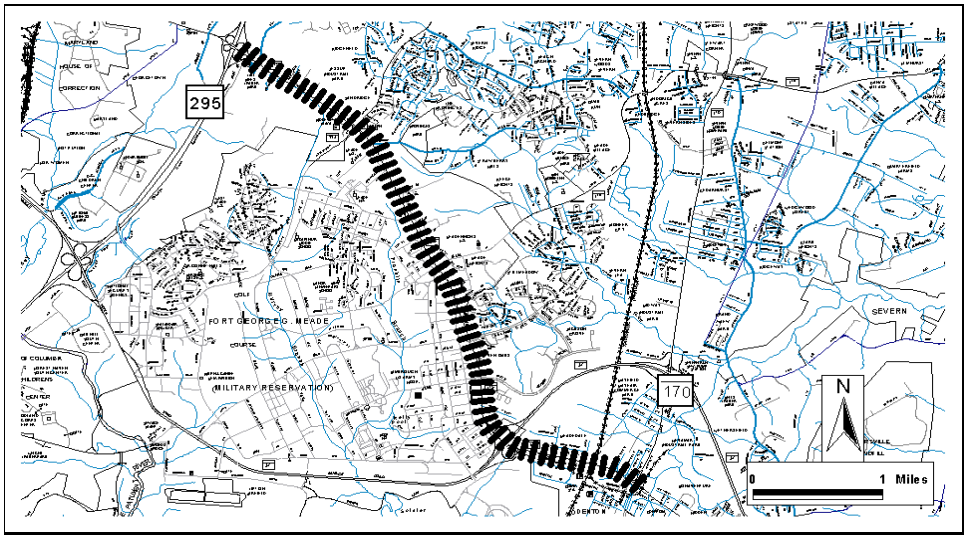
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 will 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, Disney Road to Reece Roads (Line 3)
MD 198, MD 295 to MD 32 (Line 9)
BRAC Intersection Improvements at Fort Meade (Statewide Line 7)

STATUS: Engineering and Right-of-Way underway for the MD 295 interchange.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $2.2 million is due to an advanced utility breakout for the Shannon Development.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,601	2,601	0	0	0	0	0	0	0	0
Engineering	8,667	3,835	1,300	1,200	1,200	1,132	0	0	4,832	0
Right-of-way	30,467	140	2,800	5,000	6,000	10,467	6,060	0	30,327	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	41,735	6,576	4,100	6,200	7,200	11,599	6,060	0	35,159	0
Federal-Aid	10,309	5,777	1,140	1,060	1,200	1,132	0	0	4,532	0

CLASSIFICATION:

STATE - Urban Minor Arterial

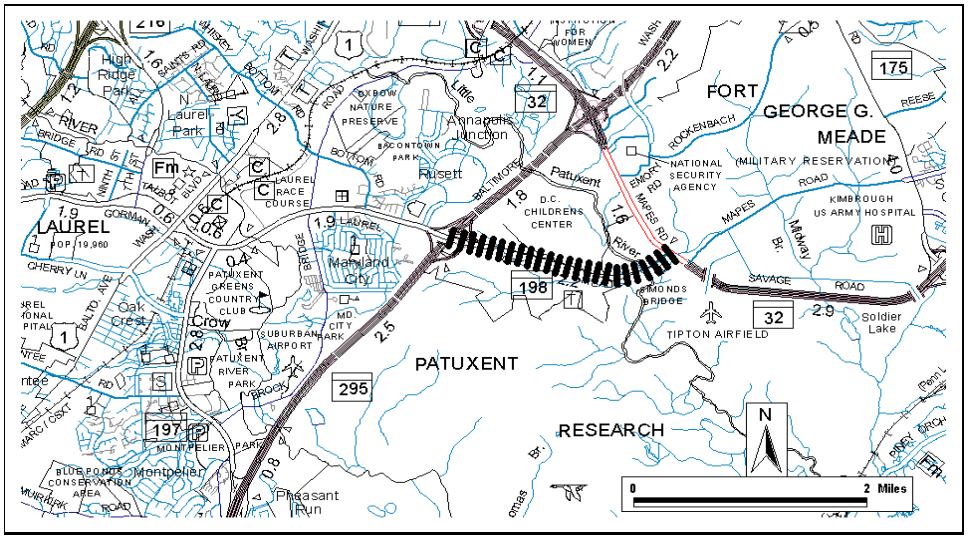
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [x] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, Disney Road to Reece Roads (Line 3)
MD 175, MD 295 to MD 170 (Line 8)
BRAC Intersection Improvements at Fort Meade (Statewide Line 7)

STATUS: Planning underway. County is contributing up to $3.5 million for the planning phase. Engineering underway for segment from Corridor Market Place to MD 295 (Phase 1) and the partial interchange at MD 198 and MD 295.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $5.5 milliion is due to the addition of Engineering funds for Phase 1 and a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1	500	500	500	400	99	0	1,999	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	1	500	500	500	400	99	0	1,999	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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 26,000

PROJECTED (2030) - 42,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		Various locations in Northern Anne Arundel County	7,929	Completed
2	MD 450	Defense Highway; Housley Road to Generals Highway; resurface	927	Completed
		Bridge Replacement/Rehabilitation		
3		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	5,155	Completed
		Safety/Spot Improvement		
4	MD 648	South of intersection of MD 10; landscape	84	Completed
5	MD 4 SB	At Lower Pindell Road; geometric improvements	828	Completed
		Environmental Preservation		
6	MD 450	Defense Highway; at Annapolis Shop; drainage improvements	363	Completed
		Enhancements		
		Environmental Mitigation		
7		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	Completed
		Congressional Earmarks		
8		Construct Broadneck Peninsula Trail; construct trail (Earmark $1.2 million; CO) (Complete)	0	

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
9		At various locations in southern Anne Arundel County; resurface	12,967	FY 2015
10		At various locations in Northern Anne Arundel county; resurface	12,287	FY 2016
11		At Various locations in Anne Arundel County; joint sealing	386	Under construction
12		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	Under construction
13		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	Under construction
14	MD 2	Solomon's Island Road; At MD 214; resurface	557	Completed
		Bridge Replacement/Rehabilitation		
15		11 Existing bridges on MD 295 and MD 100; clean and paint bridges	1,539	FY 2015
16	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean and paint bridges	2,497	Under construction
17	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean and paint bridges	4,779	Under construction
		Safety/Spot Improvement		
18	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	2,051	Under construction
19	MD 2	Solomon's Island Road; at Owensville Sudley Road; geometric improvements	2,700	FY 2015
20	MD 2	Solomon's Island Road; at MD 256; geometric improvements	2,888	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
21	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	3,340	Under construction
22	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,671	Under construction
23	MD 10	Arundel Expressway; MD 177 to MD 695; guardrail	1,100	FY 2015
24	MD 32	Sappington Station Road and MD 175; drainage improvement	2,059	FY 2016
25	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2015
26	MD 258	Bay Front Road; MD 794; geometric improvements	1,800	FY 2016
27	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,038	Under construction
		Community Safety and Enhancements		
28	MD 450	West Street; North Homeland Avenue to Generals Highway (MD 178); engineering study (funded for preliminary engineering)	1,255	PE Underway
29	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Funded for preliminary engineering)	2,500	PE Underway
		Streetscapes and Minor Reconstruction		
30		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Noise Barriers		
31	I 97	At Oakdale - Type 1A noise barrier; noise abatement	4,911	FY 2015
		Traffic Management		
32		MD 450 and Severn River/Naval Academy Bridge; lighting	399	Under construction
33	I 97	Washington Boulevard; At US 1 and I-97 - generator back-up systems; signal systemization	71	FY 2015
34	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,436	FY 2015
35	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	2,105	FY 2015
		Commuter Action Improvements		
36	MD 4	Southern Maryland Boulevard; at MD 794; ridesharing facilities	870	Completed
37	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,862	Under construction
		Intersection Capacity Improvements		
38	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,229	FY 2016
39	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	FY 2016
		Bicycle Retrofit		
40	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,522	FY 2015

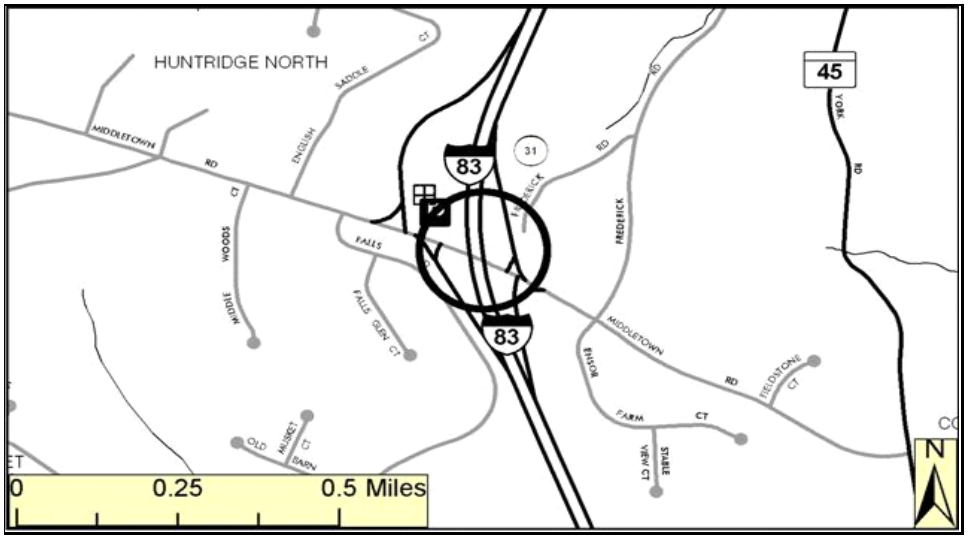
STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		TMDL Compliance		
41	I 97 SB	West of East-West Boulevard; drainage improvement	400	FY 2015
42	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,487	FY 2015
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
43		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Underway
		Environmental Mitigation		
44		Rutland Road Fish Passage	748	FY 2015
45		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2016
		Congressional Earmarks		
46		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

SHA

BALTIMORE COUNTY MARYLAND

BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replaced Bridge 03214 on Middletown Road over I-83.

PURPOSE & NEED SUMMARY STATEMENT: The bridge was nearing the end of its structural life and needed to be replaced. An additional lane was 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The Bridge serves as a major link along the I-83 commuter freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and Baltimore City.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	6,635	5,878	757	0	0	0	0	0	757	0
Total	7,528	6,771	757	0	0	0	0	0	757	0
Federal-Aid	7,266	6,511	755	0	0	0	0	0	755	0

CLASSIFICATION:

STATE - Principal Arterial

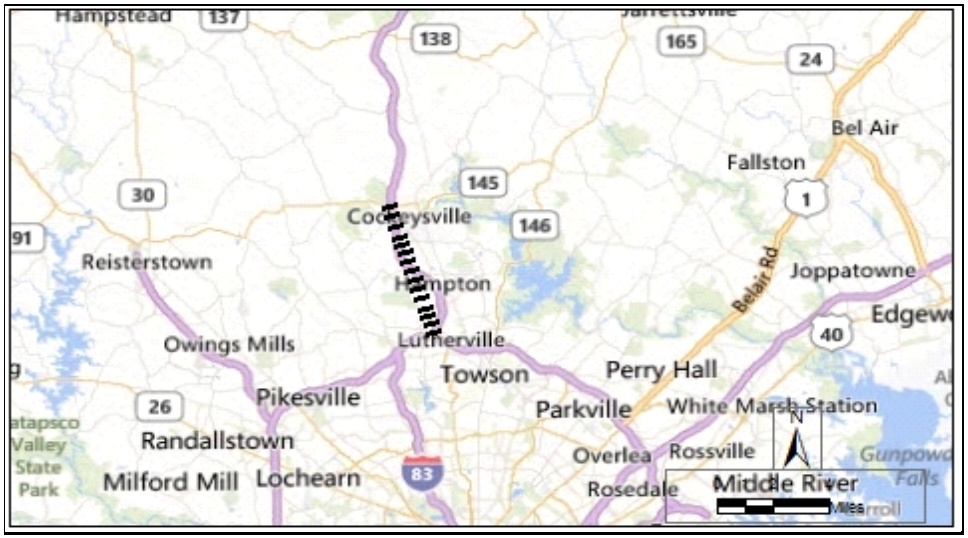
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 60,500 (I-83)
7,700 (Middletown Road)

PROJECTED (2030) - 73,000 (I-83)
9,300 (Middletown Road)



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Construct safety and resurfacing improvements on I-83 from I-695 to Shawan Road.

PURPOSE & NEED SUMMARY STATEMENT: This is a safety and resurfacing project with minor drainage improvements and traffic barrier upgrades.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, Bridge over I-695 and MTA Light Rail - Cleaning & Painting (System Preservation Program)
I-83, at Padonia Road - Lighting Reconstruction (System Preservation Program)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: I-83 is a major commuter/freight route and links southern Pennsylvania to Baltimore County and Baltimore City. This route is being resurfaced as part of the State's System Preservation and Maintenance Program.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $1.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	262	262	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,028	343	7,380	2,305	0	0	0	0	9,685	0
Total	10,290	605	7,380	2,305	0	0	0	0	9,685	0
Federal-Aid	9,223	307	6,793	2,123	0	0	0	0	8,916	0

CLASSIFICATION:

STATE - Principal Arterial

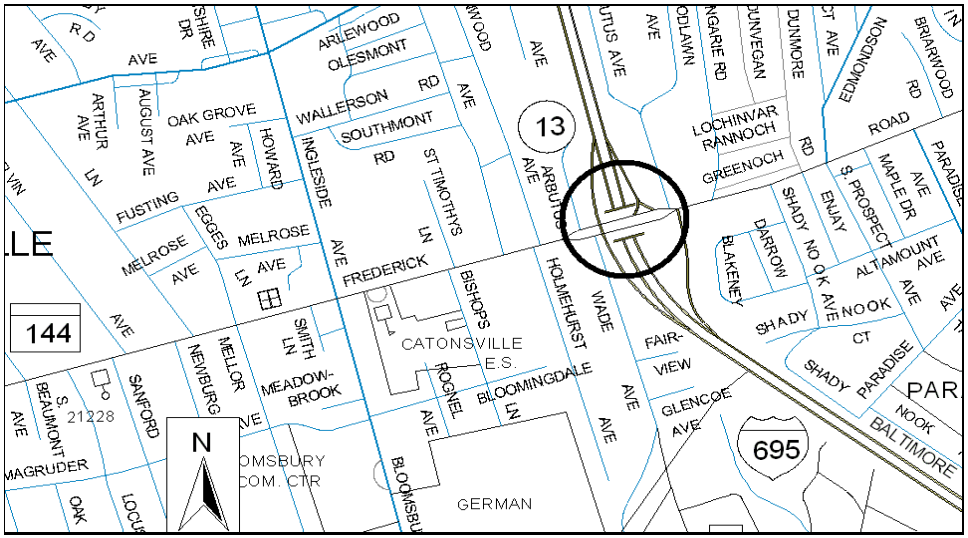
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 149,300

PROJECTED (2030) - 175,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 0312100 MD 144 Bridge (Frederick Road) over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The bridge was nearing the end of its structural life. The bridge was built to accommodate future capacity improvements to I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 10)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The MD 144 (Frederick Road) bridge was nearing the end of its structural life. The bridge serves as a major link between the Catonsville Community and Baltimore City. The new bridge provides for future capacity improvements of I-695. The project enhances safety, operation and accommodates pedestrians and bicycles.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $1.5 million is due to additional median barrier and storm drain improvements along I-695.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,268	15,668	1,600	0	0	0	0	0	1,600	0
Total	17,268	15,668	1,600	0	0	0	0	0	1,600	0
Federal-Aid	17,092	15,500	1,592	0	0	0	0	0	1,592	0

CLASSIFICATION:

STATE - Principal Arterial

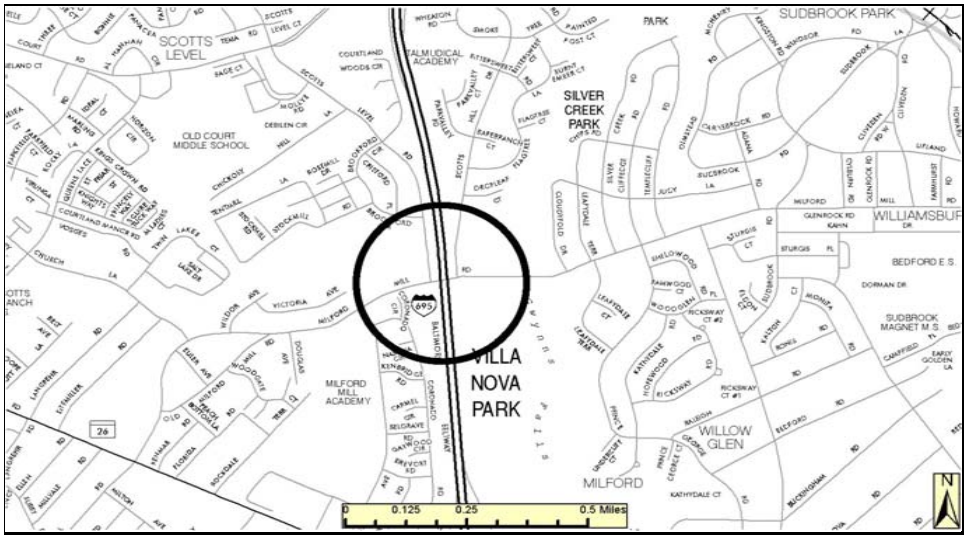
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 195,700

PROJECTED (2030) - 251,600



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community. The new bridge will 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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,173	4,983	11,984	9,206	0	0	0	0	21,190	0
Total	27,608	6,418	11,984	9,206	0	0	0	0	21,190	0
Federal-Aid	24,486	5,521	10,731	8,234	0	0	0	0	18,965	0

CLASSIFICATION:

STATE - Principal Arterial

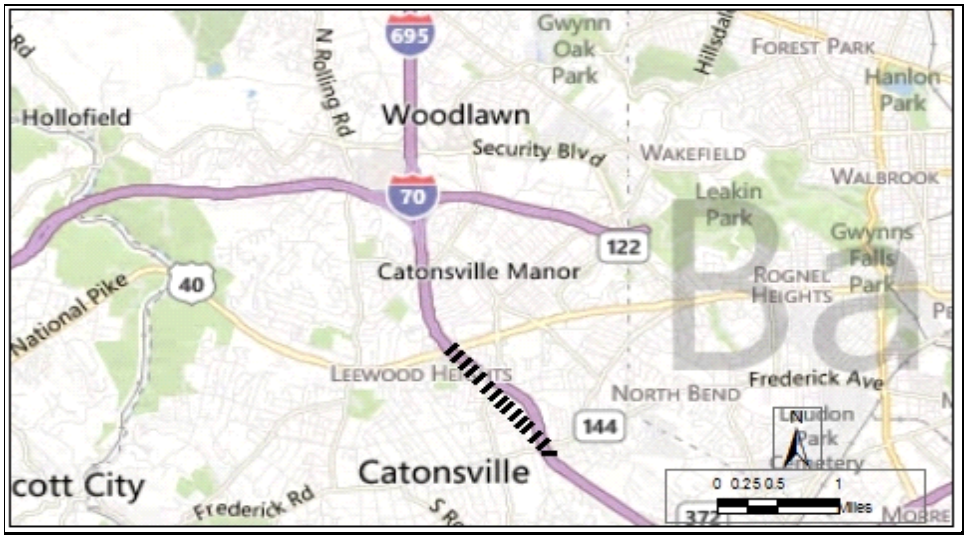
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 203,800

PROJECTED (2030) - 248,400



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 accommodate for the ultimate configuration of this 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 3)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95. 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 and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $20.2 million is due to the addition of noisewalls/retaining walls throughout the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,099	8,025	3,074	0	0	0	0	0	3,074	0
Right-of-way	2,401	2,322	79	0	0	0	0	0	79	0
Construction	103,930	0	0	17,711	30,532	36,708	18,979	0	103,930	0
Total	117,430	10,347	3,153	17,711	30,532	36,708	18,979	0	107,083	0
Federal-Aid	77,077	7,040	3,074	13,814	19,667	20,337	13,145	0	70,037	0

CLASSIFICATION:

STATE - Principal Arterial

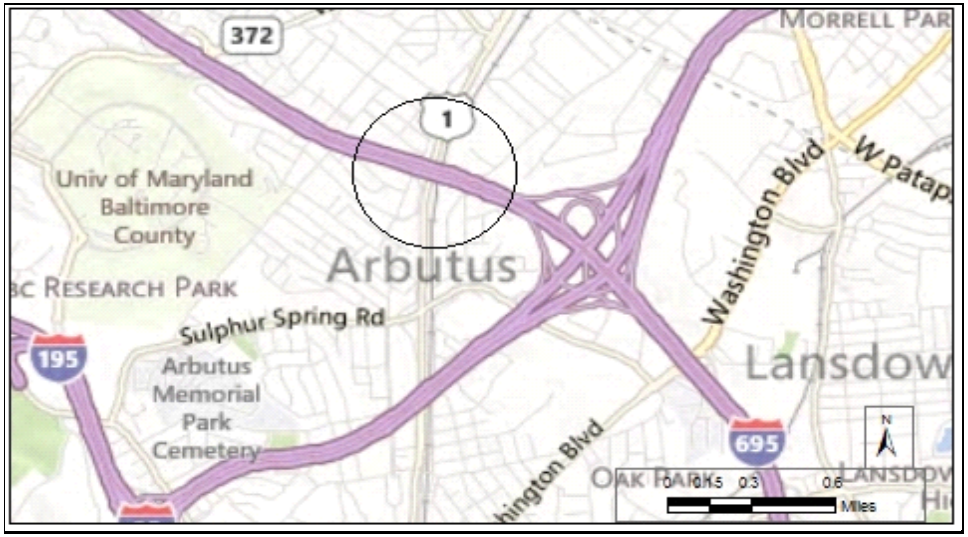
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 3)

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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 entrance of it to US 1.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $13.0 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,796	3,023	773	0	0	0	0	0	773	0
Right-of-way	4,320	24	1,774	2,158	364	0	0	0	4,296	0
Construction	42,820	145	6,498	16,014	14,009	6,154	0	0	42,675	0
Total	50,936	3,192	9,045	18,172	14,373	6,154	0	0	47,744	0
Federal-Aid	44,822	2,917	7,681	15,949	12,736	5,539	0	0	41,905	0

CLASSIFICATION:

STATE - Principal Arterial

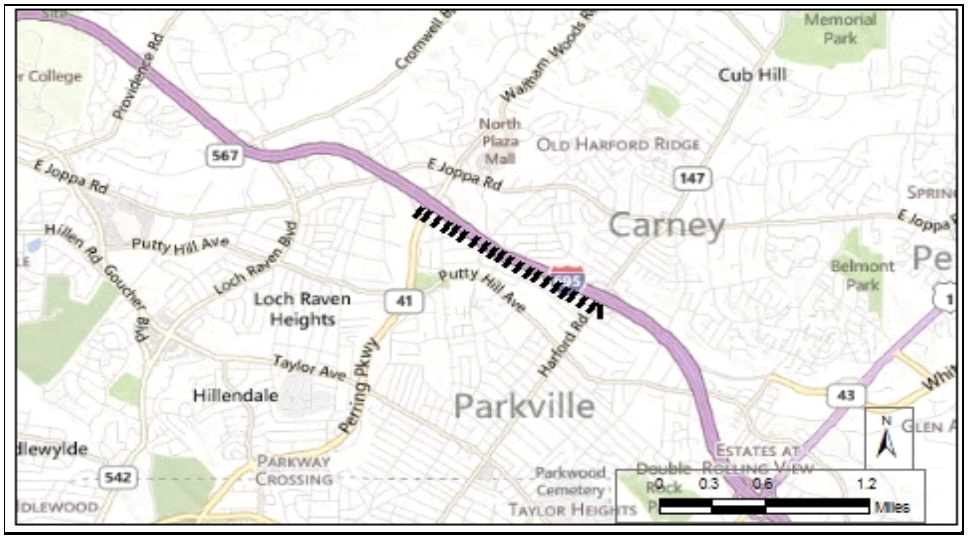
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 202,200
4,500 (Leeds Ave. ramp)

PROJECTED (2030) - 247,800
6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project will 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; the replacement of the existing Old Harford Road bridge over I-695, and ramp modifications along on the Inner Loop of I-695 at the MD 147 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695.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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. 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 future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $3.5 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,635	4,547	88	0	0	0	0	0	88	0
Right-of-way	1,910	278	864	768	0	0	0	0	1,632	0
Construction	25,831	4	6,378	9,271	10,178	0	0	0	25,827	0
Total	32,376	4,829	7,330	10,039	10,178	0	0	0	27,547	0
Federal-Aid	5,044	3,510	850	684	0	0	0	0	1,534	0

CLASSIFICATION:

STATE - Principal Arterial

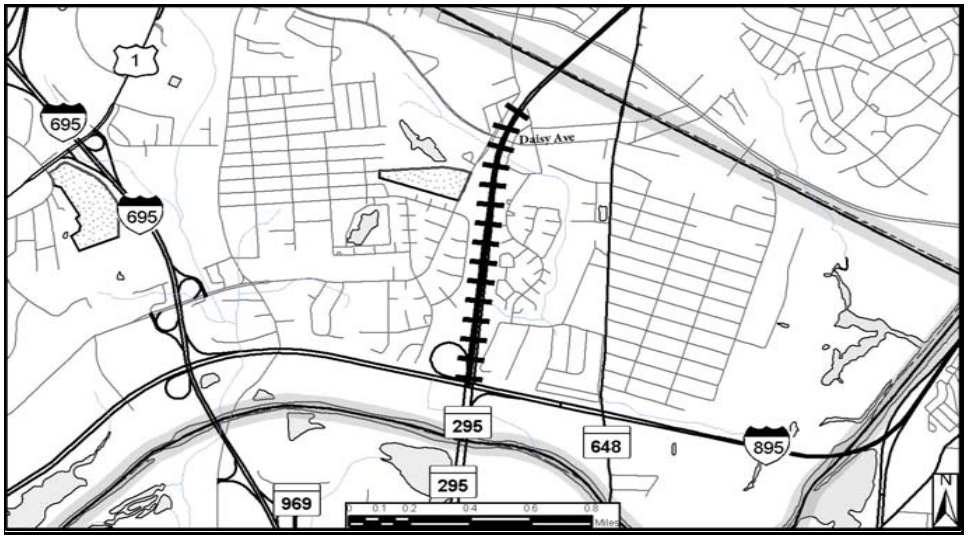
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 160,825

PROJECTED (2030) - 181,275



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,123	911	1,212	0	0	0	0	0	1,212	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,756	0	1,124	7,797	3,835	0	0	0	12,756	0
Total	14,879	911	2,336	7,797	3,835	0	0	0	13,968	0
Federal-Aid	12,063	904	2,086	6,082	2,991	0	0	0	11,159	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

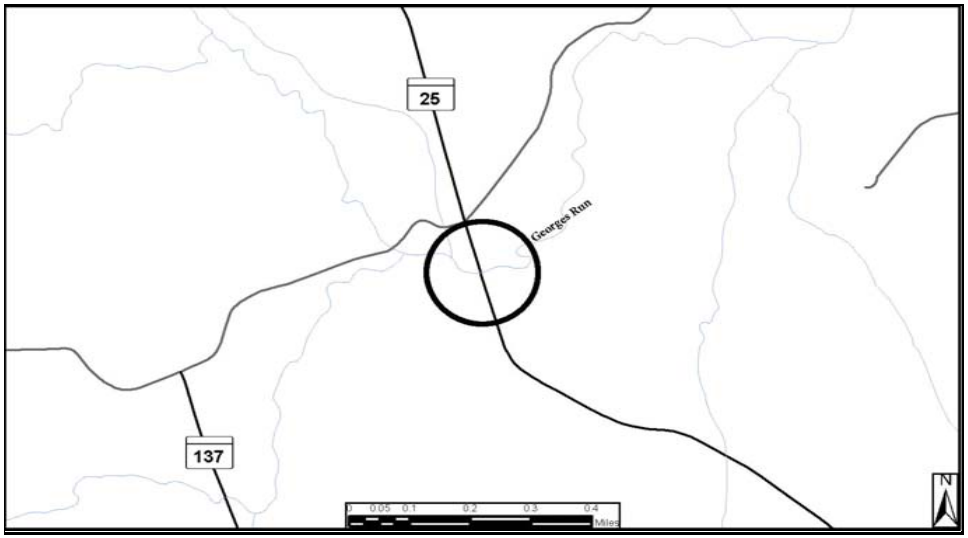
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 76,600

PROJECTED (2030) - 93,475



PROJECT: MD 25, Falls Road

DESCRIPTION: Replace Bridge #0301900 to Georges Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and needs to be replaced.

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:

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

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The bridge serves as an important link along the MD 25 corridor.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	936	595	341	0	0	0	0	0	341	0
Right-of-way	380	0	133	190	57	0	0	0	380	0
Construction	1,900	0	0	1,900	0	0	0	0	1,900	0
Total	3,216	595	474	2,090	57	0	0	0	2,621	0
Federal-Aid	2,178	459	237	1,482	0	0	0	0	1,719	0

CLASSIFICATION:

STATE - Rural Major Collector

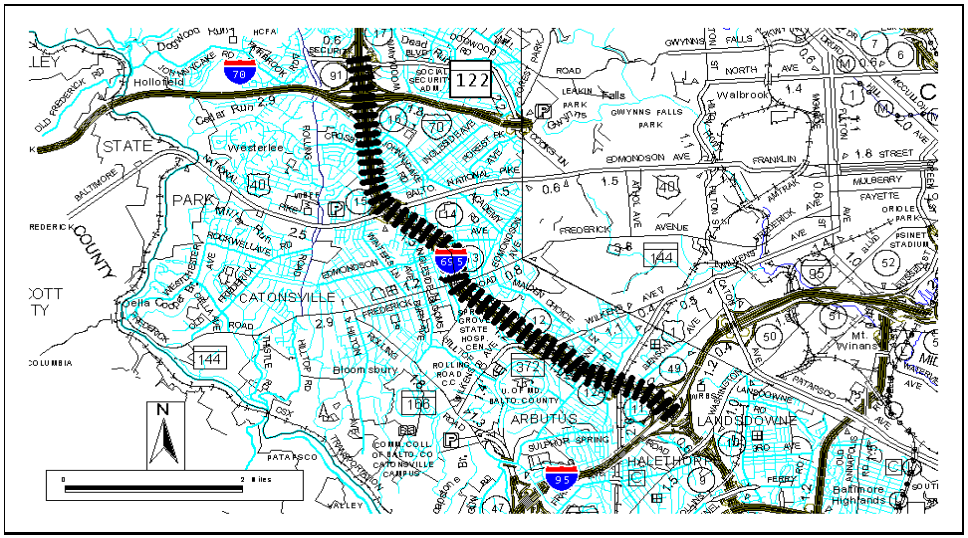
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,650

PROJECTED (2030) - 7,625



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, improve operations, and safety on this segment of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 3)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

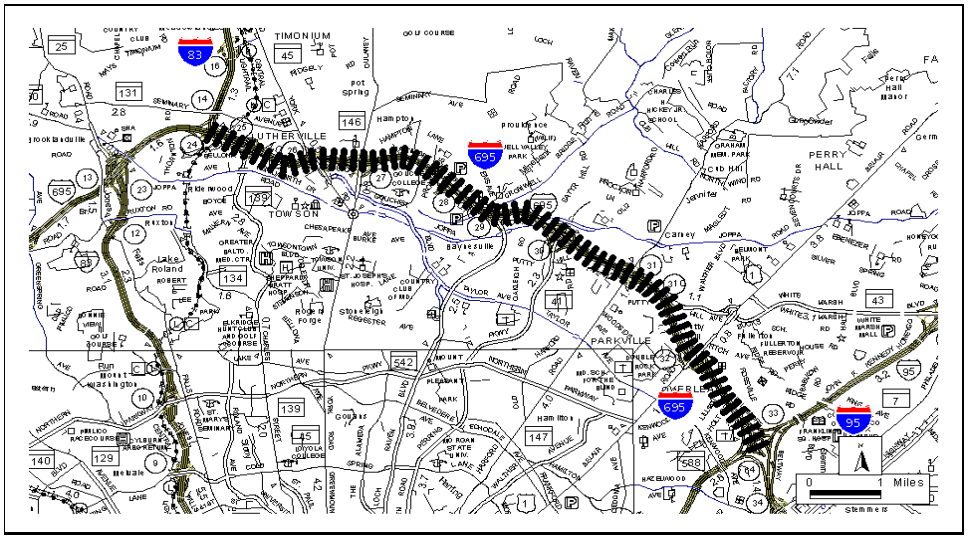
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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, improve operations, and safety on this segment of I-695.

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

- [x] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 3)
I-695, MD 41 to MD 147 (Line 7)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

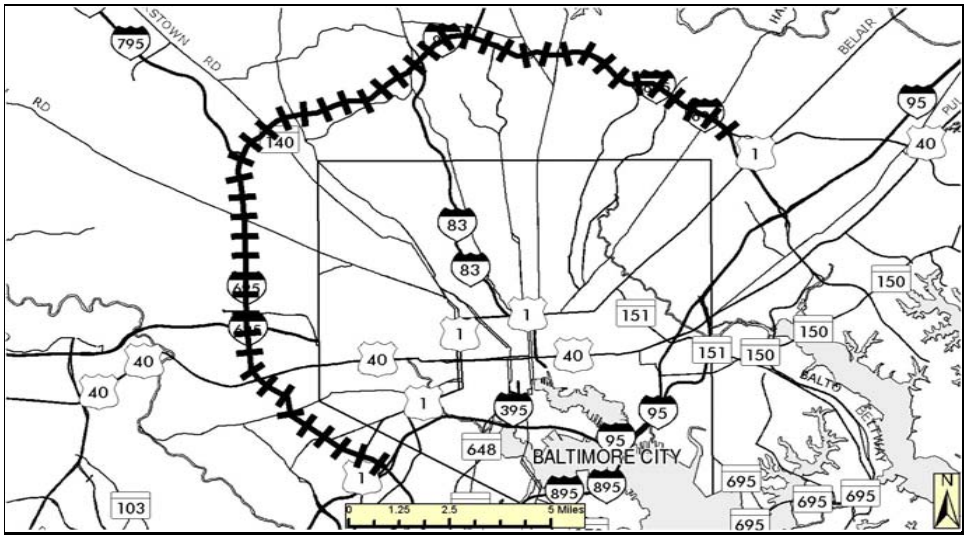
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Operational studies underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,448	122	600	626	400	1,200	7,500	0	10,326	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	10,448	122	600	626	400	1,200	7,500	0	10,326	0
Federal-Aid	7,000	0	280	350	280	840	5,250	0	7,000	0

CLASSIFICATION:

STATE - Principal Arterial

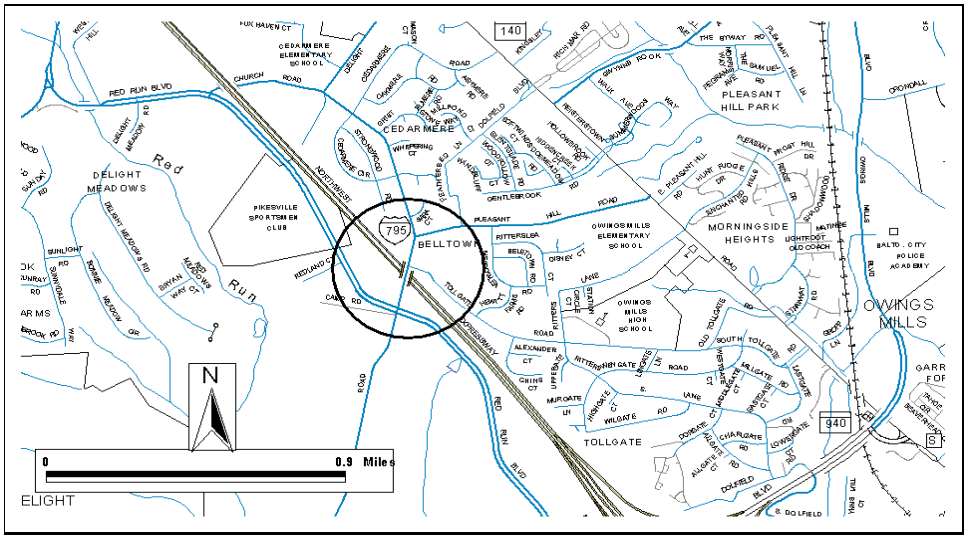
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Garrison View to Owings Mill (Line 14)
Owings Mill (TOD) (MTA Line 14)

STATUS: Planning underway. Engineering to begin during current fiscal year. Baltimore County contributed $0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $5.6 million is due to adding $5.0 million to Engineering and a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,256	3,120	136	0	0	0	0	0	136	0
Engineering	5,000	0	500	1,500	1,500	1,000	500	0	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	8,256	3,120	636	1,500	1,500	1,000	500	0	5,136	0
Federal-Aid	4,500	0	450	1,350	1,350	900	450	0	4,500	0

CLASSIFICATION:

STATE - Principal Arterial

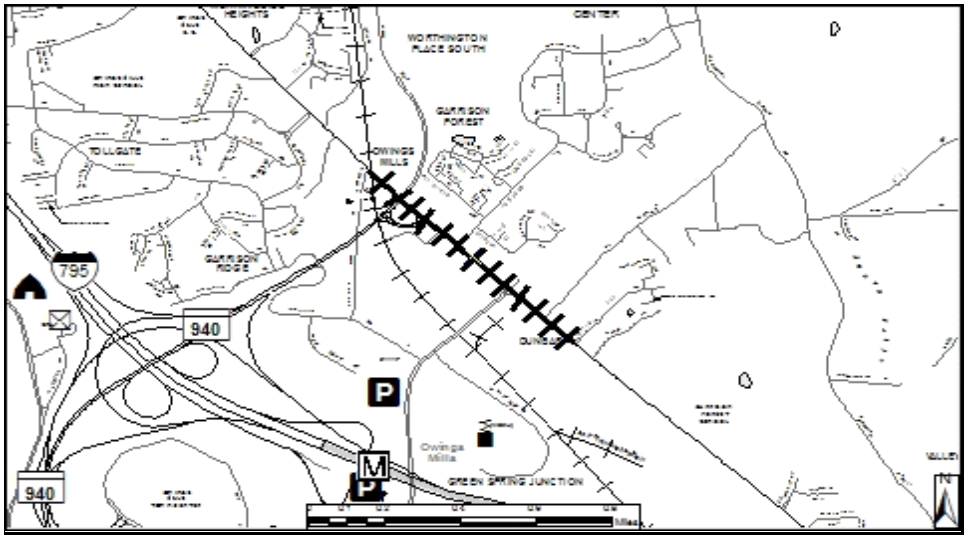
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-795, at Dolfield Road (Line 11)
Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

STATUS: Engineering and Right-of Way underway for improvements at Painters Mill Road (Phase 1) and Engineering underway for Painters Mill Road to Owings Mills Road (Phase 2).

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $1.8 million to Engineering for Phase 2 (Painters Mill Road to Owings Mills) and Right-of-Way increased by $1.4 million due to increased commercial land values. Added $1.3 million for advanced utility work at Painters Mill Road.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,482	3,053	900	831	470	228	0	0	2,429	0
Right-of-way	5,318	1,718	602	1,983	1,015	0	0	0	3,600	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,800	4,771	1,502	2,814	1,485	228	0	0	6,029	0
Federal-Aid	801	216	320	265	0	0	0	0	585	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 39,600 (MD 140)

PROJECTED (2030) - 49,600 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Bridge Replacement/Rehabilitation		
1		Existing bridges at various locations on I 695, MD 166, MD 702 and MD 695A; clean and paint bridges	844	Completed
2	MD 145	Paper Mill Road; bridge 03376 over Gunpowder Falls; clean and paint bridge	2,098	Completed
		Safety/Spot Improvement		
3		Various locations - Phase 2; drainage improvement	916	Completed
		Traffic Management		
4		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	942	Completed
		Truck Weight		
5	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	3,940	Completed
		Enhancements		
		Historic Preservation		
6		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
7		Various locations in Baltimore County east of I 83; resurface	5,199	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
8		At various locations in Baltimore County; resurface	7,811	FY 2015
9		At various locations in Baltimore County; resurface	6,045	FY 2015
10		At various locations in Baltimore County; resurface	6,853	FY 2015
11		Various locations in Baltimore County west of I 83; resurface	5,552	FY 2015
12		Interstate patching at various locations in Baltimore County	6,623	Under construction
13	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,488	Under construction
14	US 40	Baltimore National Pike; 950 FT of the bridge over Patapsco River to Pine Street; safety and resurface	3,093	FY 2015
15	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,624	FY 2015
16	US 40 EB	Ebenezer Road to Days Cove Road; safety and resurface	3,163	FY 2015
17	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	132	PE Underway
18	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	1,499	FY 2015
19	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	7,327	FY 2016
20	MD 131	Seminary Avenue; MD 25 (Falls Road) to MD 45 (York Road); resurface	2,009	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
21	MD 138	Sheppard Road; Monkton Road to JM Pierce Road; resurface	2,162	FY 2016
22	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,153	Under construction
23	MD 157	Merritt Boulevard; Peninsula Expressway to Wise Avenue; resurface	4,681	Completed
24	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	2,495	FY 2015
25	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	2,999	FY 2015
26	I 695	Baltimore Beltway; MD 122 to MD 26; resurface	4,291	Completed
27	I 695	Baltimore Beltway; MD 45 to Providence Road including numerous ramps; resurface	4,285	Completed
		Bridge Replacement/Rehabilitation		
28		At various locations on Baltimore Beltway, North Point Boulevard and Cove Road; clean and paint bridges	2,184	FY 2015
29		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	1,333	FY 2015
30	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX Transportation; clean and paint bridges	2,160	Completed
31	I 83	Bridge 03203 over I 695 and MTA Light Rail; clean and paint bridge	1,956	Completed
32	MD 129	Park Heights Avenue; bridge over I 695; bridge rehabilitation	4,938	FY 2015

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
33	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	7,460	Under construction
34	MD 150	Eastern Boulevard; bridge 03095 over MD 700; bridge rehabilitation	3,941	Completed
35	MD 695	Baltimore Beltway; bridges 0323805, 0323806 over Amtrak and Back River; clean and paint bridges	3,578	Completed
36	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	3,432	FY 2015
		Safety/Spot Improvement		
37	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	2,860	FY 2016
38	MD 43	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	432	FY 2015
39	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	Completed
40	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,317	FY 2015
41	I 83	Harrisburg Expressway; at various locations along I 83; guardrail	640	FY 2015
42	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	Under construction
43	MD 150	Eastern Avenue; west of Lariet Road to Bowleys Quarters Road; ADA improvements	110	Completed
44	MD 150	Eastern Avenue; Under railroad spur underpass, 800 ft west of Tidewater Lane; drainage improvements	387	FY 2015
45	MD 150	Eastern Avenue; Marlyn Avenue to Orville Road; ADA improvements	180	FY 2015

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
46	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	Completed
47	I 695	Baltimore Beltway; at Double Rock Stream restoration from Townhouses to west of US 1; drainage improvement (Phase 1,2)	554	Completed
48	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	7,786	FY 2015
49	I 695	Providence Road and I 795; lighting	3,866	Under construction
		Community Safety and Enhancements		
50	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,651	PE Underway
51	US 40	Pulaski Highway; Intersection improvements at Mohr's Lane; urban reconstruct	6,400	FY 2016
		Traffic Management		
52	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	1,253	FY 2015
53	I 83	At Shawan Road; lighting	1,668	Under construction
54	I 695	Baltimore Beltway; at US 40 (westside); lighting	1,897	FY 2015
55	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	1,560	FY 2015
56	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Rd; signing	9,152	FY 2015

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Commuter Action Improvements		
57	MD 439	Old York Road; I 83 at MD 439 East of Interchange; ridesharing facility	773	Completed
		Intersection Capacity Improvements		
58	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,165	Completed
59	MD 146	Jarrettsville Pike; at MD 145; geometric improvements	2,640	Completed
60	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,919	FY 2016
		Bicycle Retrofit		
61	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,215	FY 2015
		TMDL Compliance		
62		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,139	FY 2015
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
63		Hampton National Historic Site	897	FY 2015

SHA

CITY OF BALTIMORE 1797

BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Enhancements		
		Pedestrian/Bicycle Facilities		
1		Jones Falls Trail Phase IV; Woodberry Light Rail Station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	Completed
		Fiscal Years 2015 and 2016		
		Enhancements		
		Pedestrian/Bicycle Facilities		
2		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2015
3		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2015
4		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 2015
		Historic Preservation		
5		St. Paul Place and Preston Gardens	1,778	FY 2015
6		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 2015
		Landscaping/Scenic Beautification/Mitigation		
7		West Baltimore MARC Station Beautification	102	FY 2015

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Congressional Earmarks		
8		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Design) (Baltimore City Project)	0	
9		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	
10		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	
11		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
12		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.32 million; CO) (Underway) (Baltimore City Project)	0	
13		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project)	0	
14		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
15		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
16		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) (Project on hold)	0	
17		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; PE)	0	

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Congressional Earmarks (cont'd)		
18		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	
19		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
20	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

SHA

CALVERT COUNTY

ESTABLISHED 1654

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient. MD 261 is an important north-south link in Calvert County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,363	2,328	35	0	0	0	0	0	35	0
Right-of-way	5,011	85	4,926	0	0	0	0	0	4,926	0
Construction	21,977	2	4,305	8,736	8,457	477	0	0	21,975	0
Total	29,351	2,415	9,266	8,736	8,457	477	0	0	26,936	0
Federal-Aid	22,281	1,189	7,302	6,818	6,600	372	0	0	21,092	0

CLASSIFICATION:

STATE - Urban Minor Arterial

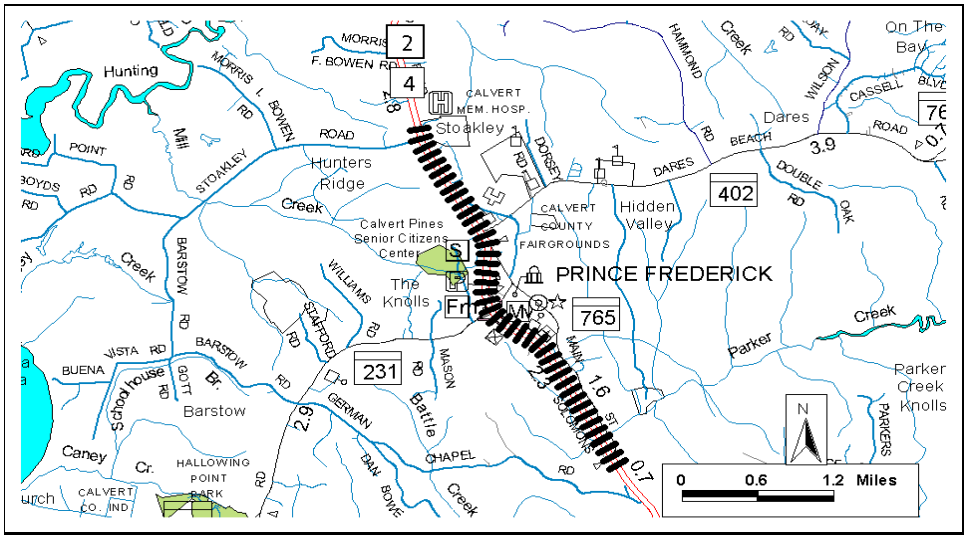
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 16,150

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Prince Frederick Boulevard (County Project)

STATUS: Engineering and Right-of-Way underway for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,547	2,113	734	800	900	0	0	0	2,434	0
Right-of-way	13,918	644	10	500	4,414	2,350	6,000	0	13,274	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,437	4,729	744	1,300	5,314	2,350	6,000	0	15,708	0
Federal-Aid	3,497	1,063	734	800	900	0	0	0	2,434	0

CLASSIFICATION:

STATE - Intermediate Arterial

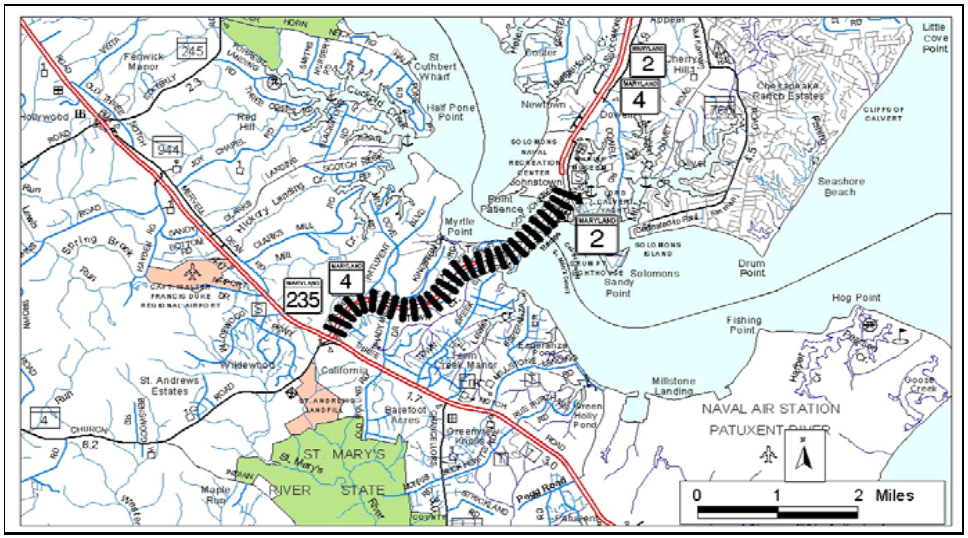
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 unless additional capacity is provided.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for the entire segment. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,228	250	557	0	0	0	0	807	0
Engineering	15,000	0	500	3,750	3,750	2,875	2,375	1,750	15,000	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	20,035	4,228	750	4,307	3,750	2,875	2,375	1,750	15,807	0
Federal-Aid	3,602	2,795	250	557	0	0	0	0	807	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 30,550

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 December 1, 2014
		Fiscal Year 2014 Completions		
		Safety/Spot Improvement		
1		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
2		At various locations in Calvert county; resurface	9,650	FY 2015
3		Various locations in Calvert County; resurface	6,987	Under construction
		Safety/Spot Improvement		
4	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	3,637	FY 2015
		Community Safety and Enhancements		
5	MD 231	Church Street; Heritage Boulevard to MD 765A, MD 756A from Old Fields Lane to Armory Road; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	3,386	FY 2015
6	MD 261	Bay Avenue; 9th Street to Anne Arundel County Line; 2 lane reconstruct (funded for concepts)	500	Concepts Underway
		Sidewalks		
7		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	900	FY 2015

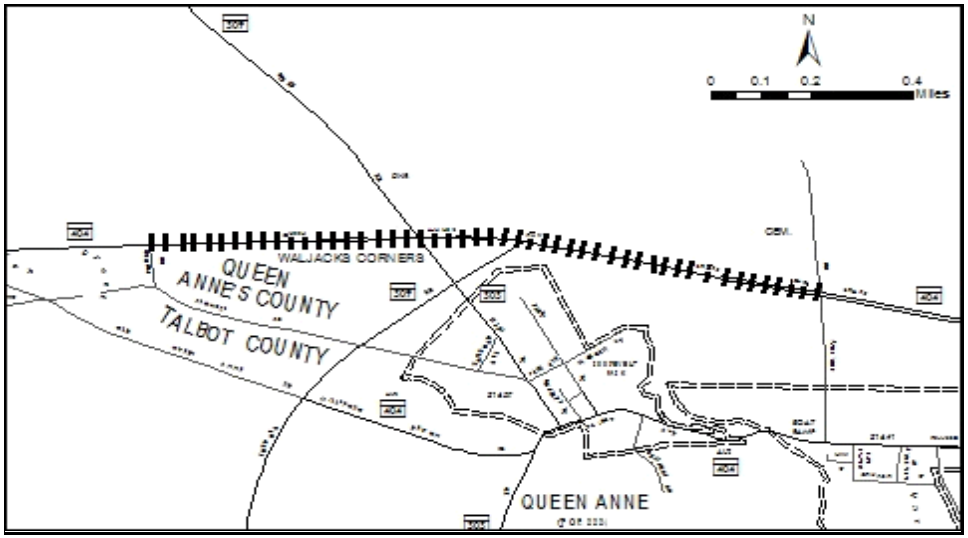
SHA

THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND

TERRA DULCIS VIVE LIBERTAS

1773

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $8.7 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,295	3,295	0	0	0	0	0	0	0	0
Right-of-way	5,791	2,725	1,064	1,640	362	0	0	0	3,066	0
Construction	20,987	1,037	5,437	6,486	8,027	0	0	0	19,950	0
Total	30,073	7,057	6,501	8,126	8,389	0	0	0	23,016	0
Federal-Aid	25,331	6,195	5,366	6,830	6,940	0	0	0	19,136	0

CLASSIFICATION:

STATE - Other Principal Arterial

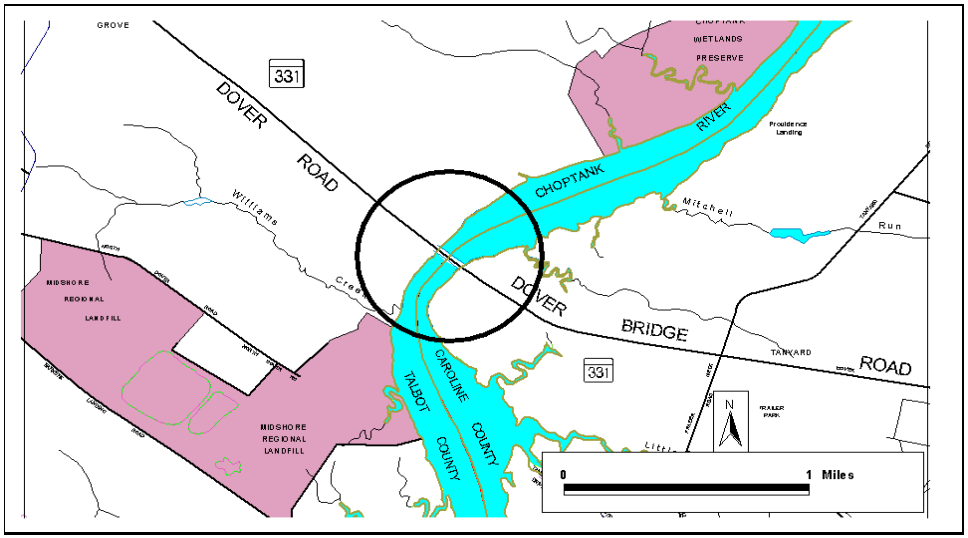
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 16,330

PROJECTED (2030) - 24,900



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span will be located south of the existing roadway and 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 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $2.6 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	3,823	165	968	1,113	1,113	464	0	0	3,658	0
Construction	55,319	0	10,831	16,999	16,438	11,051	0	0	55,319	0
Total	61,401	2,424	11,799	18,112	17,551	11,515	0	0	58,977	0
Federal-Aid	46,229	1,498	8,939	13,676	13,225	8,891	0	0	44,731	0

CLASSIFICATION:

STATE - Minor Arterial

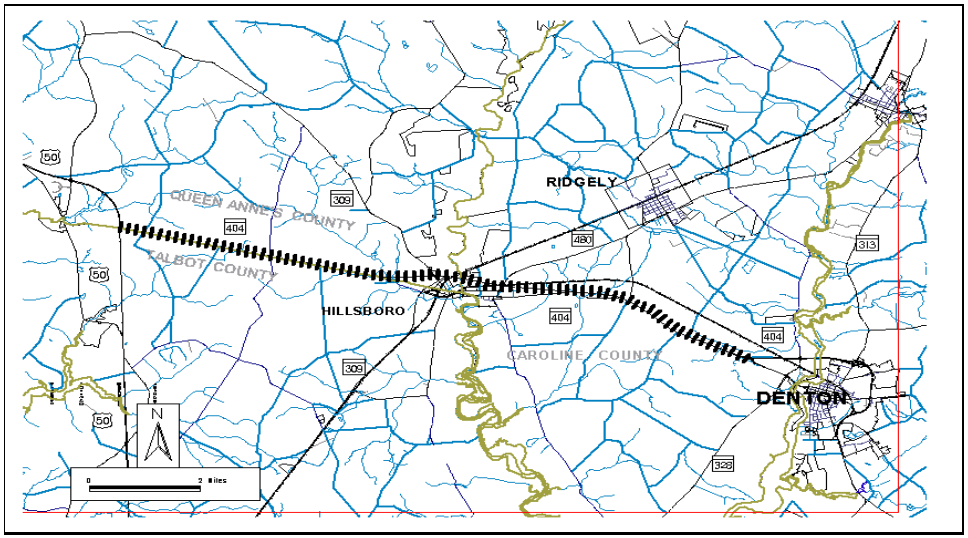
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 16,290

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Engineering underway for Phase 2A at Hillsboro Road, Phase 2B at Old Queen Anne Road and Access Management Controls for the entire corridor.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $10.1 million to Engineering for Phase 2A ($2.5 million), Phase 2B ($2.6 million) and Access Management Controls ($5.0 million). Added $10.0 million for Right-of-Way Preservation.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,891	1,500	3,500	3,100	2,000	0	0	10,100	0
Right-of-way	11,326	4	505	10	1,407	3,500	3,600	2,300	11,322	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	26,876	5,454	2,005	3,510	4,507	5,500	3,600	2,300	21,422	0
Federal-Aid	16,821	4,561	408	1,208	2,112	3,930	2,808	1,794	12,260	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 20,790
24,970 (Summer)

PROJECTED (2030) - 28,500
33,450 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		Various locations in Caroline County; patch and resurface	4,251	Completed
2	MD 404	Shore Highway; Sennett Road to the Delaware State Line; resurface	2,002	Completed
		Safety/Spot Improvement		
3	MD 619 B	Legion Road; 5th Street to MD 404; sidewalk improvements	70	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
4		At various locations in Caroline County; resurface	6,015	Under construction
5	MD 404 Bus	Gay Street; 7th Street to 1st Street; resurface	579	Completed
		Safety/Spot Improvement		
6	MD 16	Harmony Road; Williston Lake Sluice Gate replacement; drainage improvement	255	Completed
		Community Safety and Enhancements		
7	MD 404 Alt	Main Street; Talbot County Line to Hillsboro town limit; urban reconstruct (Funded for preliminary engineering)	1,745	PE Underway

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
8		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2015

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Carroll County
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MARYLAND

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 at intersections.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,354	2,742	463	149	0	0	0	0	612	0
Right-of-way	699	1	314	384	0	0	0	0	698	0
Construction	19,511	0	0	1,245	8,283	6,843	3,140	0	19,511	0
Total	23,564	2,743	777	1,778	8,283	6,843	3,140	0	20,821	0
Federal-Aid	2,972	1,907	609	456	0	0	0	0	1,065	0

CLASSIFICATION:

STATE - Other Principal Arterial

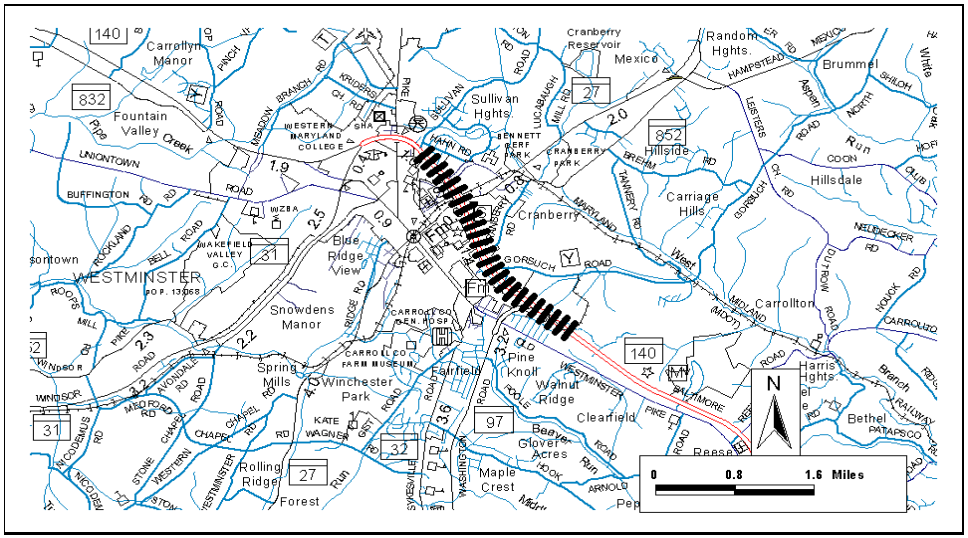
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 15,050

PROJECTED (2030) - 21,100



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). The project will add a 16 foot wide outside lane for bicyclist and sidewalks for pedestrians.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,431	1,431	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	1,431	1,431	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

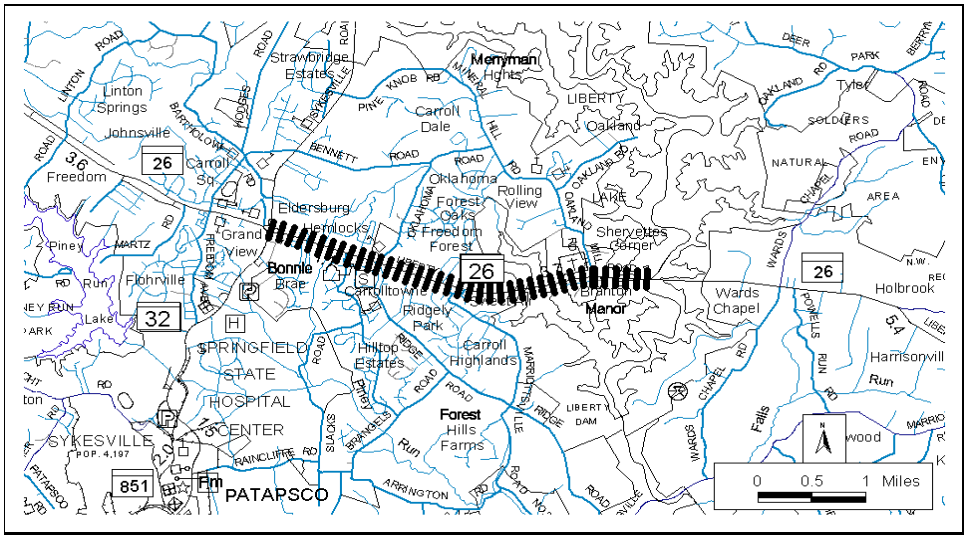
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,530 - 61,640

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split planning cost and County contributed $1.0 million towards engineering cost.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $1.4 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	1,361	1,361	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	1,651	1,651	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 27,640 - 36,520

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 December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	MD 140	Baltimore Boulevard; west of Sandymount Road to Market Street; resurface	4,119	Completed
		Safety/Spot Improvement		
2	MD 97	Littlestown Pike; at Stone Road; intersection reconstruct	1,992	Completed
3	MD 808 A	South Main Street; Hood Street to Station Circle; ADA improvements	604	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
4		Various locations in Carroll County; resurface	10,501	FY 2015
5	MD 140	Baltimore Boulevard; west of Sandymount Road to west of MD 91; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,840	Completed
		Safety/Spot Improvement		
6	MD 27	Ridge Road; at Center Street; widen and resurface	695	FY 2016
7	MD 30 Bus	Main Street; near West Street; drainage improvement	376	Completed
8	MD 31	New Windsor Road; At Tahoma Farm Road; widen and resurface	895	FY 2016
9	MD 32	Sykesville Road; at MD 97; geometric improvements	2,874	FY 2015
10	MD 140	Taneytown Pike; at Pleasant Valley Road; geometric improvements	3,890	FY 2015

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

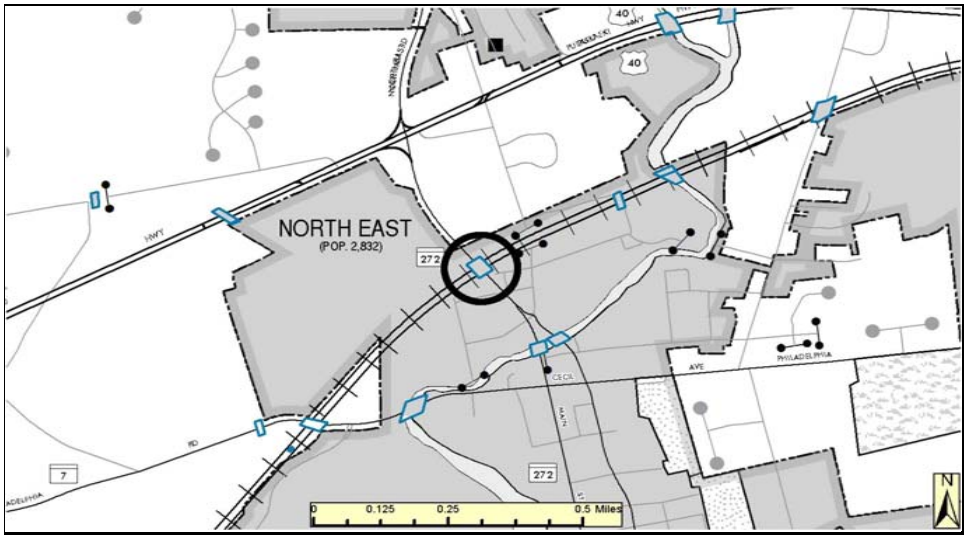
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
11	MD 140 EB	Baltimore Boulevard; at Kay's Mill Road; geometric improvements	438	FY 2015
		Community Safety and Enhancements		
12	MD 31	High Street in New Windsor; Coe Drive to Church Street; urban reconstruct (Funded for preliminary engineering)	2,024	PE Underway
13	MD 851	Main Street; Howard County Line to Springfield Avenue; community safety and enhancements (Funded for concepts)	594	Concepts Underway
		Intersection Capacity Improvements		
14	MD 26	Liberty Road; Emerald Lane to Calvert Way; widen and resurface	4,347	FY 2016
		Enhancements		
		Environmental Mitigation		
15		Finksburg Industrial Park Stormwater Management Facility	761	FY 2015
16		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	FY 2015

SHA

CECIL COUNTY

1674

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $3.8 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,405	2,405	0	0	0	0	0	0	0	0
Right-of-way	1,196	288	908	0	0	0	0	0	908	0
Construction	17,339	145	3,937	6,423	5,276	1,558	0	0	17,194	0
Total	20,940	2,838	4,845	6,423	5,276	1,558	0	0	18,102	0
Federal-Aid	16,690	2,206	3,796	5,176	4,254	1,258	0	0	14,484	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 24,270

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 December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	2,585	Completed
		Truck Weight		
2	US 301	Blue Star Memorial Highway; at MD 299; CCTV cameras at Cecilton Weigh Station	327	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		Various locations in Cecil County; patch and resurface	3,350	Completed
4		At various locations in Cecil County; resurface	5,993	Under construction
5	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,669	FY 2015
6	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	6,684	FY 2015
7	MD 222	Perryville Road; US 40 to I 95; resurface	1,274	Completed
8	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	3,024	FY 2016
9	MD 282	Main Street; Western Corporate Town Limit of Cecilton to MD 213; resurface	669	Completed
		Bridge Replacement/Rehabilitation		
10		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean and paint bridges	625	Under construction

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)

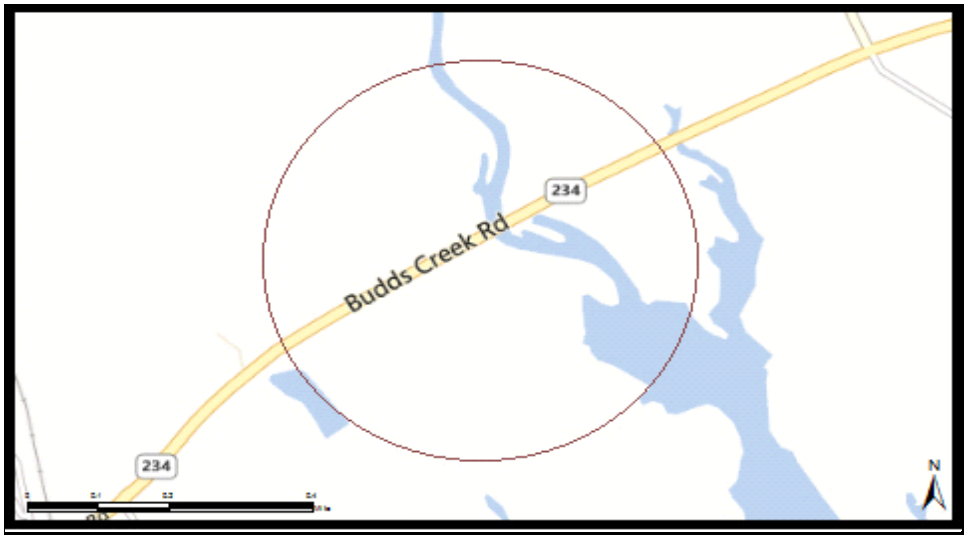
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement		
11	MD 213	Bridge Street; at MD 279; geometric improvements	1,075	FY 2015
12	MD 222	Aiken Avenue; Granite Avenue to South Town limits; safety and resurface	2,300	FY 2016
13	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	640	FY 2016
14	MD 272	North East Road; at Tiger Drive; intersection reconstruct	2,534	FY 2015
15	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,300	FY 2016
16	MD 273	Telegraph Road; at Appleton Road; roundabout	2,346	FY 2015
17	MD 281	Red Hill Road; At Muddy Lane; roundabout	2,100	FY 2015
		C.H.A.R.T. Projects		
18		CHART DMS Deployment in Cecil County	297	Under construction
		TMDL Compliance		
19		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	701	FY 2015
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
20		Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail	585	FY 2015

SHA

CHARLES COUNTY

1658

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
- ☐ Project Outside PFA
- ☒ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☒ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: MD 234 provides a critical east west link in the State roadway system. Widening and reconstructing this structure supports this movement. The replacement structure is designed to have increased resilience to natural hazards including large storms.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	415	415	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,640	1,744	896	0	0	0	0	0	896	0
Total	3,055	2,159	896	0	0	0	0	0	896	0
Federal-Aid	2,956	2,065	891	0	0	0	0	0	891	0

CLASSIFICATION:

STATE - Rural Minor Arterial

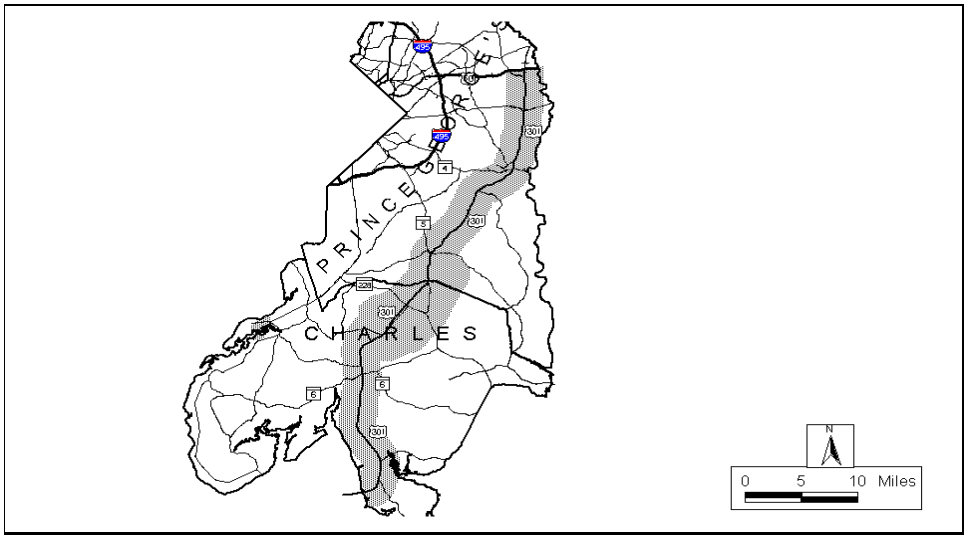
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 alternatives. 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: [X] 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:
US 301, Waldorf Area Project (Line 3)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
MD 3, US 50 to MD 32 (Prince George's Line 16)
MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 18)

STATUS: Planning on hold. Protective Right-of-Way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	500	3,700	3,700	4,541	3,210	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	10	500	3,700	3,700	4,541	3,210	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

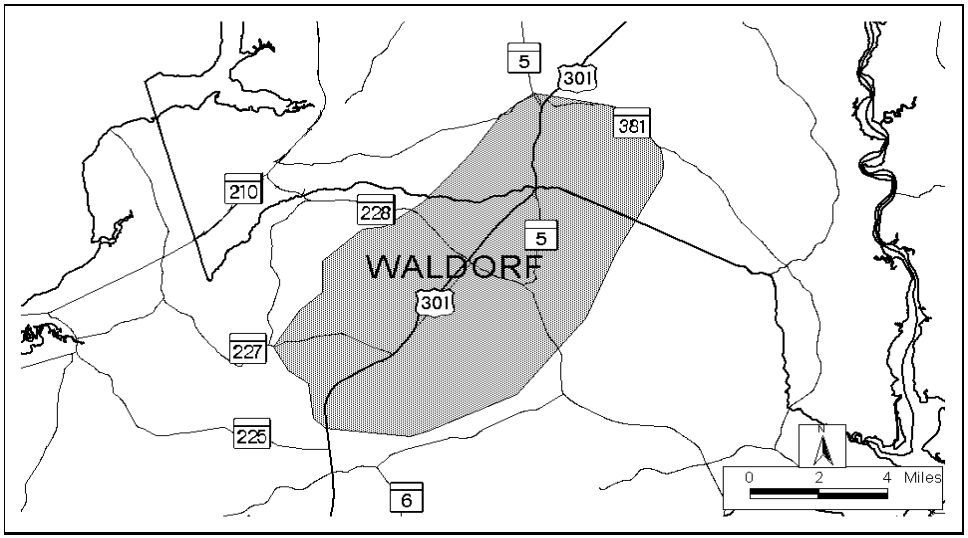
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 19,850 (Charles) - 87,800 (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 including grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a primary highway on the State's system 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
MD 5, US 301 to I-95/I-495 (Prince George's Line 18)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	9,896	750	1,800	1,800	390	0	0	4,740	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	14,636	9,896	750	1,800	1,800	390	0	0	4,740	0
Federal-Aid	10,112	7,669	750	1,693	0	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 63,400 (Charles) - 87,800 (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 December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		Various locations in Charles County; resurface	4,978	Completed
		Safety/Spot Improvement		
2	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		At various locations in Charles county; resurface	11,188	FY 2015
4		Various locations in Charles County; resurface	7,568	Under construction
		Safety/Spot Improvement		
5		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
6	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2015
7	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	Completed
		Community Safety and Enhancements		
8	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	961	Under construction

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Community Safety and Enhancements (cont'd)		
9	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; community safety and enhancement (Funded for concepts)	500	Concepts Underway
		Sidewalks		
10	MD 210	Indian Head Highway; Ruth B Swann Dr to Wooster Dr; sidewalks	540	FY 2015

SHA

1669

POPULUS TIMORE DEUM HABITANS

DORCHESTER COUNTY

DORCHESTER COUNTY

PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet the current needs of the District to maintain the roads in Cambridge and Dorchester County.

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:

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

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

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 current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $6.7 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,869	1,844	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,129	0	3,909	8,642	8,642	936	0	0	22,129	0
Total	23,998	1,844	3,934	8,642	8,642	936	0	0	22,154	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM : NA

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - NA

PROJECTED (2030) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

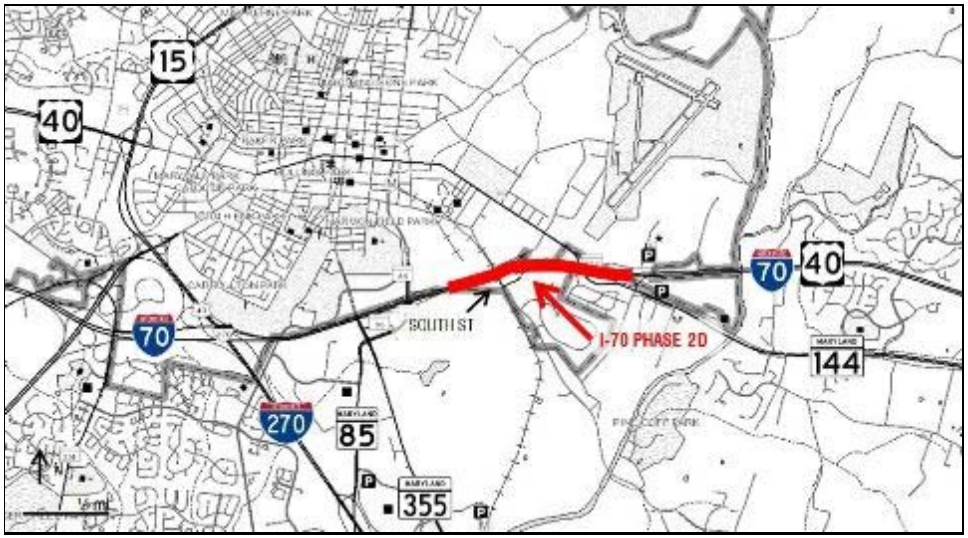
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		Various locations in Dorchester County; resurface	3,681	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
2		At various locations in Dorchester County; resurface	6,686	Under construction
3	US 50	Ocean Gateway; Chateau Road to Linkwood Drive; resurface	1,254	Under construction
4	US 50 EB	Ocean Gateway; Linkwood Drive to west of Old Ocean Gateway; resurface	1,550	FY 2016
		Community Safety and Enhancements		
5	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement/roadway construct/pedestrian improvement (Funded for preliminary engineering)	2,940	PE Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
6		Harriet Tubman Underground Railroad Visitor Center	8,500	Underway

SHA

FREDERICK COUNTY, MARYLAND 1748

FREDERICK COUNTY



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Widened I-70 from east of MD 355 to east of MD 144FA (Phase 2D) (1.57 miles). Replaced I-70 bridge over South Street and replaced the existing ramps to Monocacy Boulevard and South Street.

PURPOSE & NEED SUMMARY STATEMENT: Signed as I-70, this section was constructed as US 40 Relocated and did not meet current Interstate highway standards. Existing interchanges had short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections, and missing movements. Improvements included widening of the four-lane section and reconstruction of the interchanges. This project enhanced access to the City of Frederick and improved interstate travel.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mount. Phillip Road to I-270 (Line 6)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and South Street, this project improved operations and safety along I-70 through Frederick.

STATUS: Open to Service

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $2.0 million is due to additional drainage needs, guardrail, and footing excavation due to rocks.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,154	2,932	222	0	0	0	0	0	222	0
Construction	43,641	43,178	463	0	0	0	0	0	463	0
Total	46,795	46,110	685	0	0	0	0	0	685	0
Federal-Aid	45,471	44,826	645	0	0	0	0	0	645	0

CLASSIFICATION:

STATE - Principal Arterial

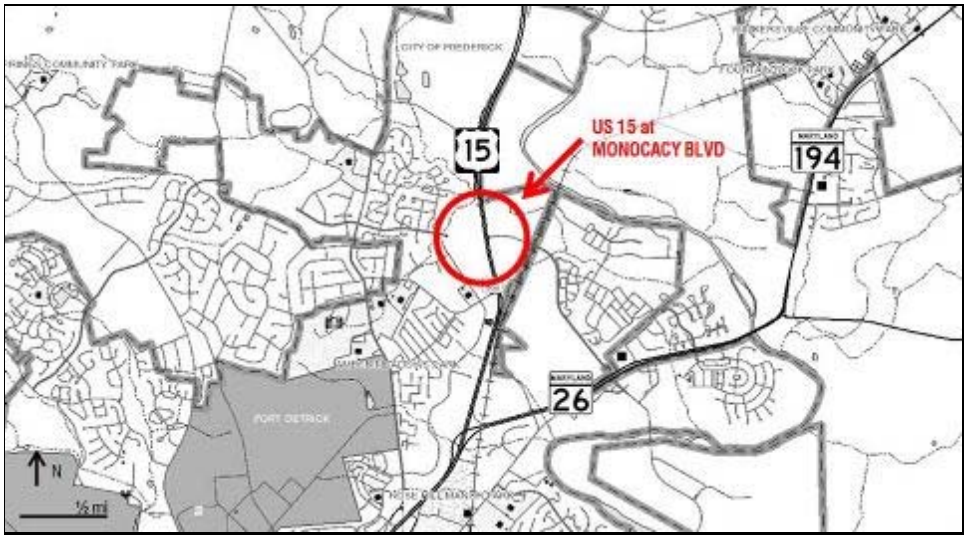
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 85,750

PROJECTED (2030) - 102,900



PROJECT: US 15, Catoctin 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multimodal Corridor Study (Line 8)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will impove safety and operations for all roadway users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility. This intersection will also support ongoing and planned growth.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. The County is providing $1.4 million for Engineering. The City has also committed $1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $1.6 million is due to a revised engineer's estimate and reduced inflation. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	682	682	0	0	0	0	0	0	0	0
Engineering	4,678	4,057	200	421	0	0	0	0	621	0
Right-of-way	19,128	12,398	1,315	2,121	2,826	401	67	0	6,730	0
Construction	46,351	2	3,668	13,511	16,339	12,831	0	0	46,349	0
Total	70,839	17,139	5,183	16,053	19,165	13,232	67	0	53,700	0
Federal-Aid	15,482	11,377	799	1,369	1,937	0	0	0	4,105	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

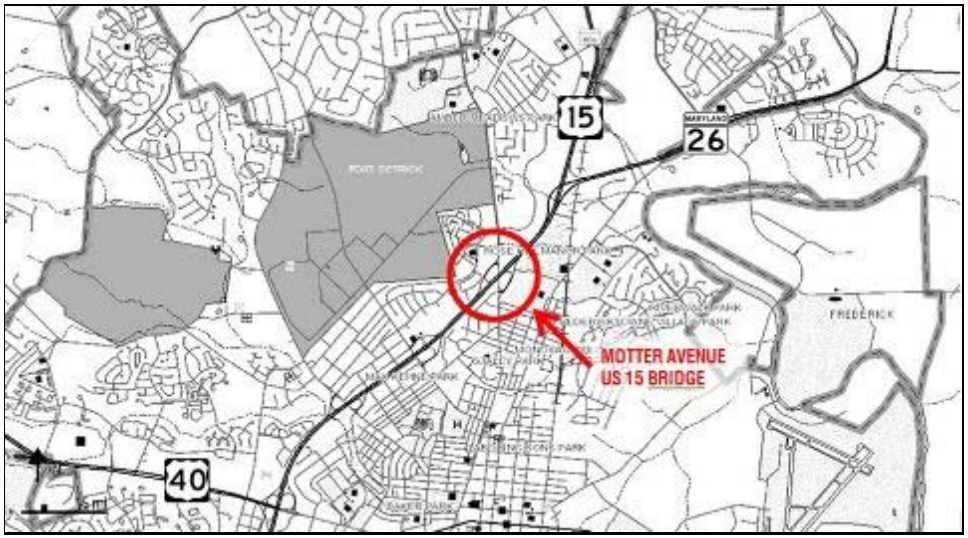
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 44,750

PROJECTED (2030) - 75,600



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replaced Bridge 10098 on Motter Avenue.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 2)
I-270 and US 15 Multimodal Corridor Study (Line 8)

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure was structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,250	1,250	0	0	0	0	0	0	0	0
Right-of-way	1,480	992	488	0	0	0	0	0	488	0
Construction	12,704	11,612	1,092	0	0	0	0	0	1,092	0
Total	15,434	13,854	1,580	0	0	0	0	0	1,580	0
Federal-Aid	14,394	12,904	1,490	0	0	0	0	0	1,490	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

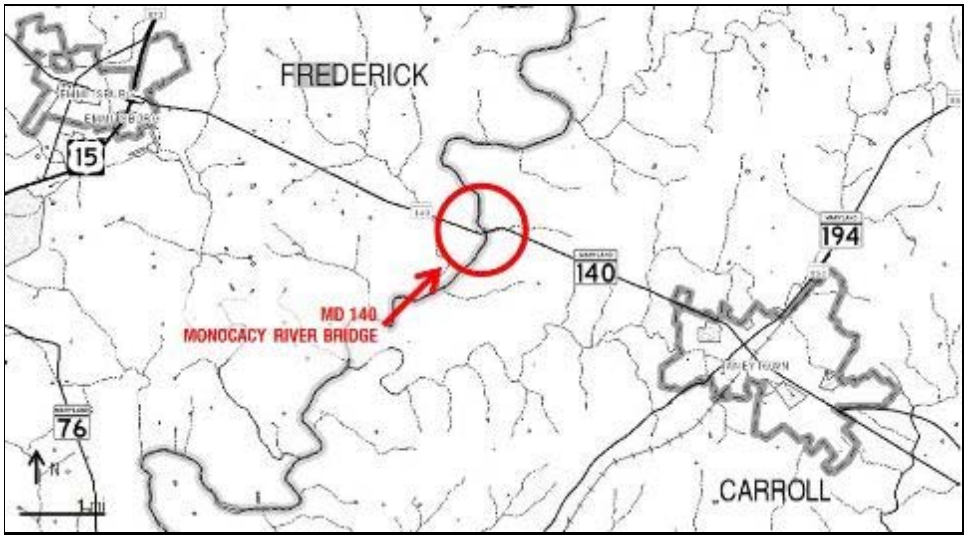
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 86,600

PROJECTED (2030) - 102,125



PROJECT: MD 140, Taneytown Pike

DESCRIPTION: Replaced Bridge 10065 over Monocacy River. 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure was structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $0.9 million is due to increased pavement depth and underground tank removal.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	233	231	2	0	0	0	0	0	2	0
Construction	5,399	4,976	423	0	0	0	0	0	423	0
Total	5,632	5,207	425	0	0	0	0	0	425	0
Federal-Aid	5,412	5,089	323	0	0	0	0	0	323	0

CLASSIFICATION:

STATE - Other Principal Arterial

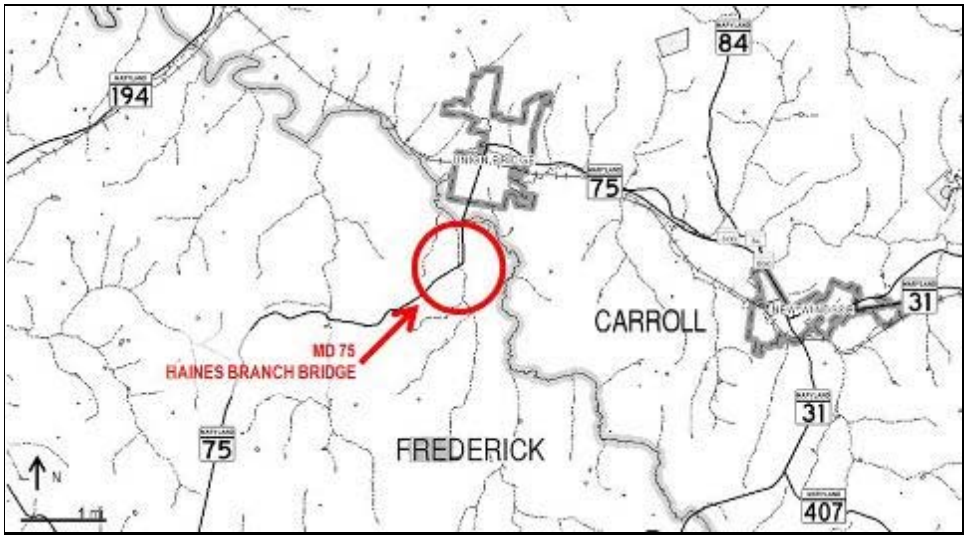
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 5,750

PROJECTED (2030) - 7,500



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge #10172 over Haines Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is functionally obsolete.

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:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is functionally obsolete.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	489	454	35	0	0	0	0	0	35	0
Right-of-way	23	13	9	1	0	0	0	0	10	0
Construction	1,808	0	799	1,009	0	0	0	0	1,808	0
Total	2,320	467	843	1,010	0	0	0	0	1,853	0
Federal-Aid	356	337	19	0	0	0	0	0	19	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 1300

PROJECTED (2030) - 1750

PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mount Phillip Road to I-270 (Phase 4) (3.02 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Phase 2D (Line 1)
I-270 and US 15 Multimodal Corridor Study (Line 8)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	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	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

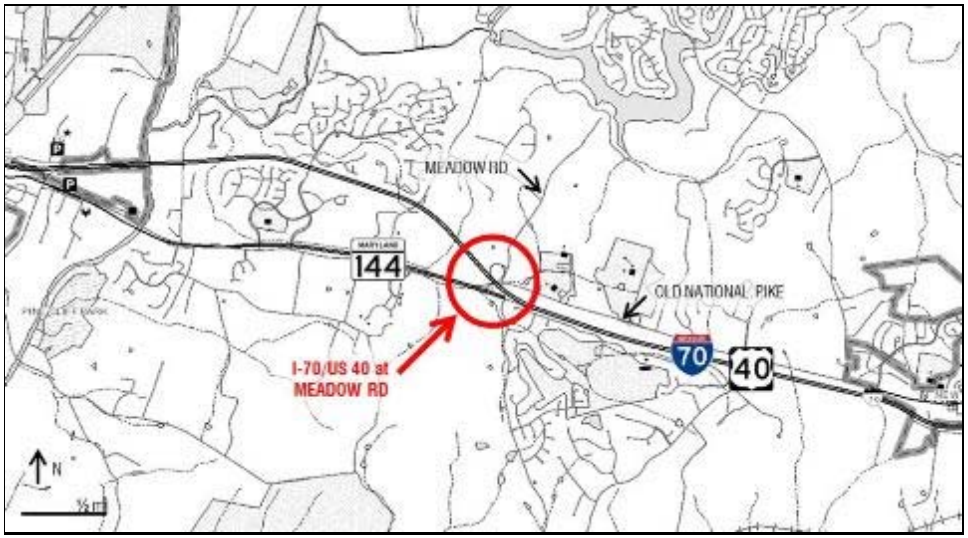
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 98,300

PROJECTED (2030) - 176,925



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road, MD 144FA and Old National Pike.

JUSTIFICATION: This project will study providing the missing eastbound off-ramp from I-70 and westbound on-ramp to I-70. This will alleviate traffic on lower functioning routes into the City of Frederick and Town of New Market.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

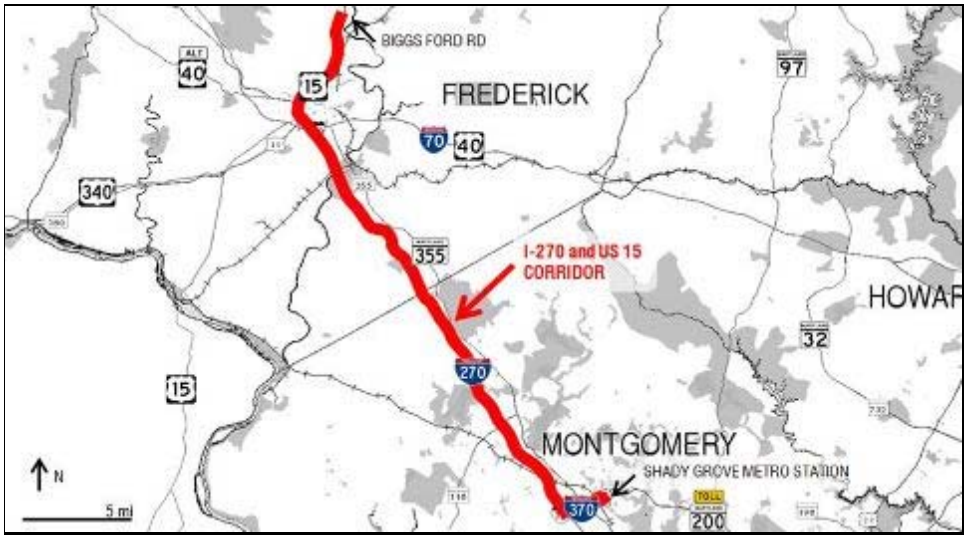
FEDERAL - Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 69,650

PROJECTED (2030) - 116,500



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multimodal 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: I-270 and US 15 experience poor levels of traffic service and safety problems throughout Montgomery and Frederick counties and the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 2)
I-70, Mount Phillip Road to I-270 (Line 6)
I-270, Interchange at Watkins Mill Road (Montgomery County Line 1)
MD 200, InterCounty Connector (Montgomery County Line 2)

STATUS: Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,429	17,429	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,536	18,536	0	0	0	0	0	0	0	0
Federal-Aid	14,398	14,398	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

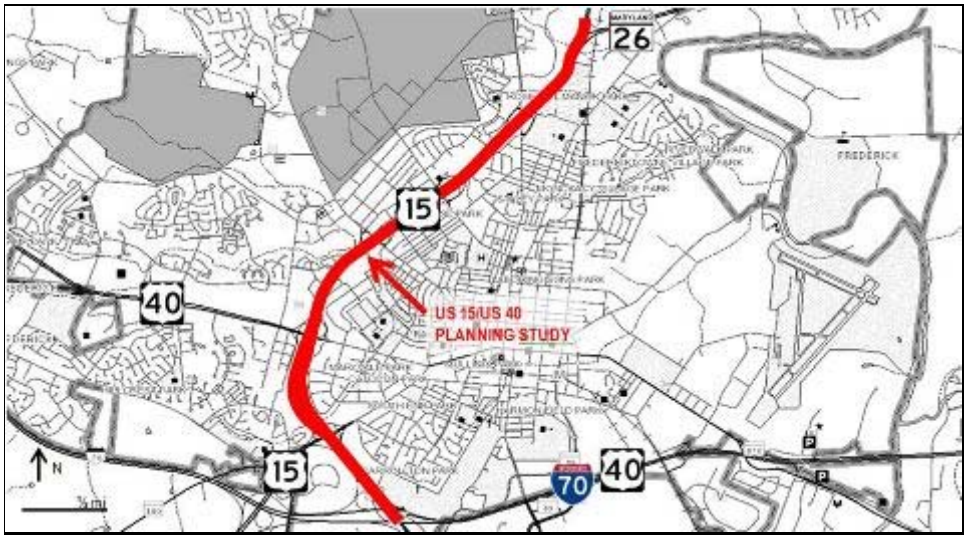
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,100 - 104,400 (US 15)
80,800 - 215,050 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: US15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Engineering study of US 15 and US 40 improvements between I-70 and MD 26.

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, and short merging and weaving sections.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Bridge Replacement at Motter Ave (Line 3)
I-270 and US 15 Multimodal Corridor Study (Line 8)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	300	750	750	750	750	1,700	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	300	750	750	750	750	1,700	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Freeway/Expressway

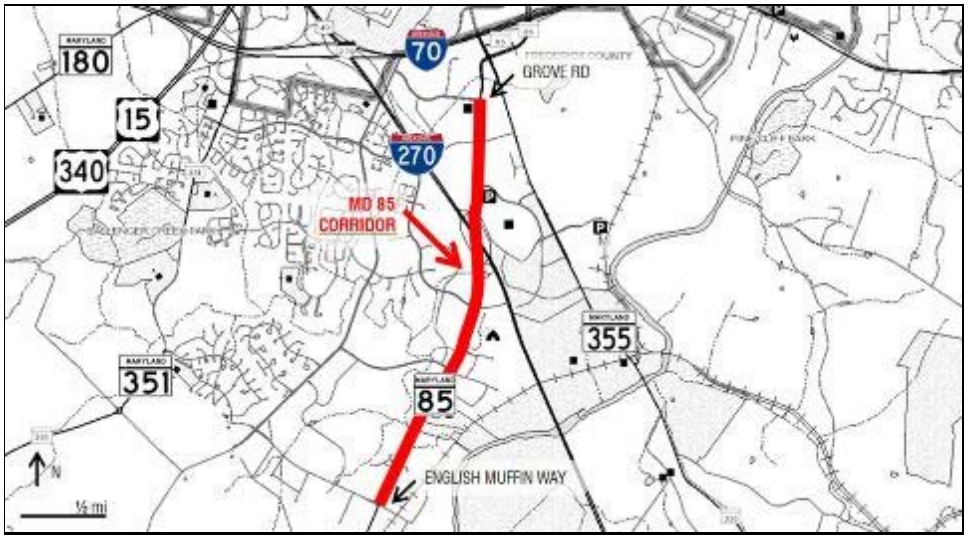
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,100 - 104,400

PROJECTED (2030) - 58,000 - 169,100



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multimodal Corridor Study (Line 8)

STATUS: Engineering and Right-of-Way underway for Phase 1. County funding partial Engineering for $1.5 million.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $15.0 million dollars is due to adding $13.5 million to Right-of-Way and a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	6,854	4,594	500	750	1,010	0	0	0	2,260	0
Right-of-way	13,526	1	2,000	2,000	3,600	2,400	1,684	1,841	13,525	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,911	5,126	2,500	2,750	4,610	2,400	1,684	1,841	15,785	0
Federal-Aid	2,827	1,064	390	585	788	0	0	0	1,763	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 9,700 - 47,400

PROJECTED (2030) - 16,175 - 64,000

PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve capacity and 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 development. Businesses and residential developments in the study area contribute to operational failures along the existing roadway network, 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mount Phillip Road to I-270 (Line 6)
I-270/US 15, Multimodal Corridor Study (Line 8)
Butterfly Lane Improvements (Frederick City)

STATUS: Planning underway. Frederick County contributed $0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $0.5 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,771	2,264	5	502	0	0	0	0	507	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	2,771	2,264	5	502	0	0	0	0	507	0
Federal-Aid	488	0	5	483	0	0	0	0	488	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 28,850

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Bridge Replacement/Rehabilitation		
1		10 existing bridges on MD 383, MD 75, US 15, US 340 and I 70; clean and paint bridges	1,223	Completed
2	MD 26	Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge	2,166	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		Various locations in Frederick County; resurface	10,059	Completed
4		At various locations in Frederick County; resurface	14,650	FY 2015
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)	3,025	Completed
6	I 270 NB	Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013)	4,097	Completed
		Bridge Replacement/Rehabilitation		
7		At various locations on Buckeystown Park, Green Vall Road, National Pike and Eisenhower Memorial Highway; clean and paint bridges	1,496	FY 2015
		Safety/Spot Improvement		
8	US 15 NB	Frederick Freeway; Motter Avenue to MD 26; geometric improvements	2,174	FY 2015

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Community Safety and Enhancements		
9	US 15 BU	Seton Avenue; in Emmitsburg - at MD 140 (Funded for preliminary engineering)	300	PE Underway
10	US 40 ALT	Old National Pike; 200 ft west of Ivy Hill Drive to 400 ft east of Middletown Parkway; urban reconstruct (Funded for preliminary engineering)	2,200	PE Underway
11	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	8,040	FY 2015
12	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	2,473	PE Underway
		Commuter Action Improvements		
13	MD 17	Myersville Middletown Road; at Ventrie Court; ridesharing facilities	1,313	Under construction
14	MD 75	Green Valley Road; At I-70 south of interchange; ridesharing facilities	800	Under construction
		Sidewalks		
15	MD 17	Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013)	453	Completed
		Intersection Capacity Improvements		
16	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	500	FY 2015

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
17		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
		Pedestrian/Bicycle Facilities		
18		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	5,959	Under construction
19		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2016

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GARRETT COUNTY

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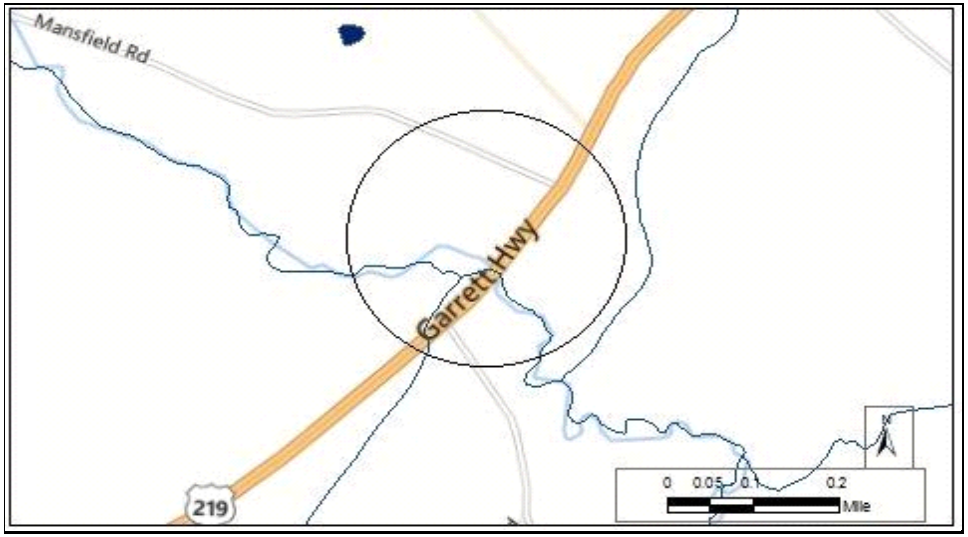
MARYLAND

GARRETT COUNTY



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replaced Bridge 11023 over Cherry Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient.

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:

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

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing structure was structurally deficient and due for replacement.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	915	915	0	0	0	0	0	0	0	0
Right-of-way	163	127	36	0	0	0	0	0	36	0
Construction	2,177	550	1,620	3	3	1	0	0	1,627	0
Total	3,255	1,592	1,656	3	3	1	0	0	1,663	0
Federal-Aid	2,398	1,107	1,291	0	0	0	0	0	1,291	0

CLASSIFICATION:

STATE - Rural Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,700

PROJECTED (2030) - 4,800

PROJECT: Keyser's Ridge Maintenance Facility

DESCRIPTION: Replacement of the maintenance facility in Keyser's Ridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet current needs of the District to maintain the roads in Garrett County.

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:

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

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing facility does not meet current needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,217	661	380	176	0	0	0	0	556	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,400	7	3,703	4,852	2,838	0	0	0	11,393	0
Total	12,617	668	4,083	5,028	2,838	0	0	0	11,949	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

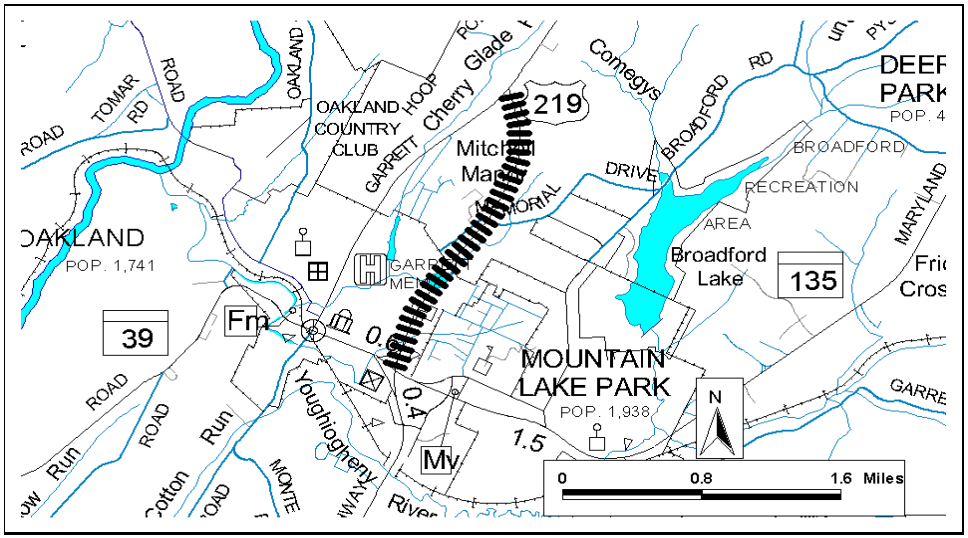
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - N/A

PROJECTED (2030) - N/A



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, MD 135 to the North Corporate Limits of Oakland (System Preservation Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,015	4,015	0	0	0	0	0	0	0	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,706	9,706	0	0	0	0	0	0	0	0
Federal-Aid	3,454	3,454	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

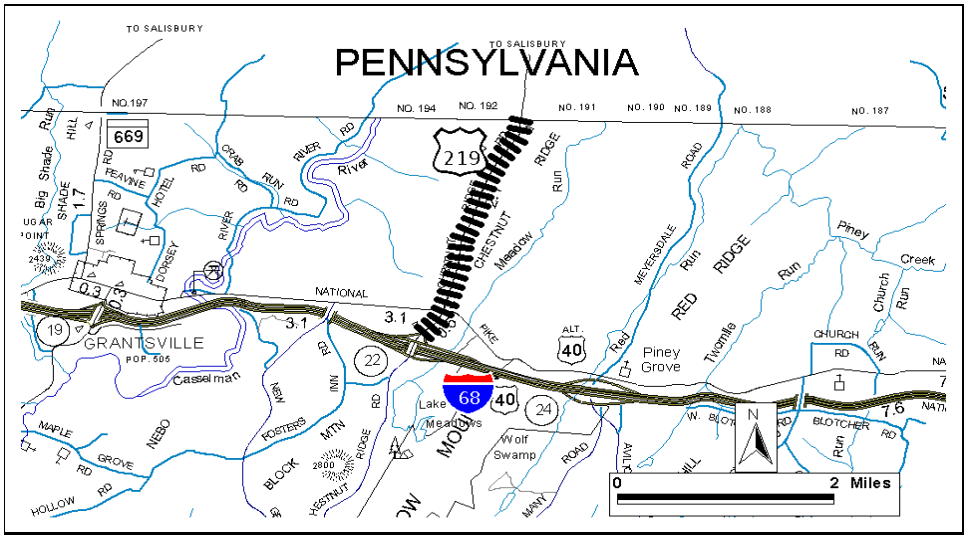
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 7,625- 17,500

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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,090	2,306	750	736	298	0	0	0	1,784	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	2,306	750	736	298	0	0	0	1,784	0
Federal-Aid	2,489	1,811	598	80	0	0	0	0	678	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 5,000

PROJECTED (2030) - 6,970

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	I 68	National Freeway; at Orleans Road at Friendsville; climbing lane	536	Completed
2	MD 135	Maryland Highway; MD 495 to MD 38B; safety and resurface	2,387	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		At various locations in Garrett county; resurface	6,172	Under construction
4		Various locations in Garrett County; resurface	4,054	Under construction
5	I 68	National Freeway; Shade Hollow Road Bridge to Lower New Germany Road Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,367	Completed
6	I 68	National Freeway; Lower New Germany Road bridge 1104103 to MD 546 bridge 1101200; safety and resurface	6,298	FY 2015
7	MD 135	Maryland Highway; MD 135C to Chestnut Grove Road; resurface	2,860	FY 2015
		Bridge Replacement/Rehabilitation		
8	US 219	Garrett Highway; at Fox Den Road; miscellaneous	1,830	Completed
		Safety/Spot Improvement		
9	I 68	National Freeway; East of Old Morgantown Road to west of Shade Hollow Road; guard rail	2,329	FY 2015
10	MD 495	Bittinger Road; at New Germany Road; geometric improvements	1,772	Completed

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Community Safety and Enhancements		
11	US 219	Oak Street/Third Street; MD 135 to the north corporate limits of Oakland; urban reconstruct improvements (Funded for preliminary engineering)	2,507	PE Underway

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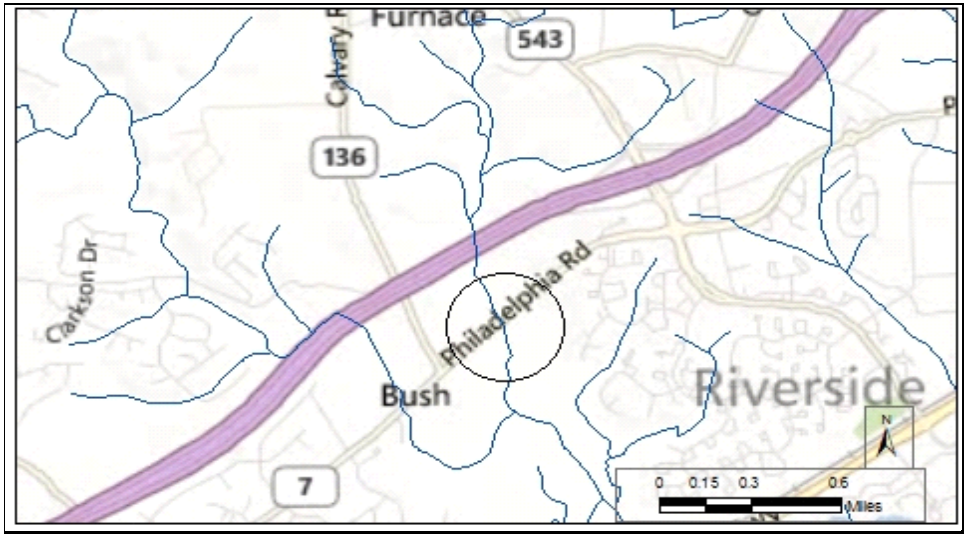
HARFORD COUNTY MARYLAND

AT THE RISQUE OF OUR LIVES AND FORTUNES

1773

HARFORD COUNTY



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Replaced the MD 7 (Philadelphia Road) bridge over James Run. Shoulders will accommodate bicyclists.

PURPOSE & NEED SUMMARY STATEMENT: This project replaced the existing deteriorated bridge and provided additional width for improved safety and operations. The wider shoulder will accommodate bicycles.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, at MD 7/MD 159 (Phase 1) (Line 6)
US 40, at MD 7/MD 159 (Phase 2) (Line 7)

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 provides 5' shoulders on both sides of the roadway to accommodate bicyclist.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $0.9 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,020	1,020	0	0	0	0	0	0	0	0
Right-of-way	143	58	85	0	0	0	0	0	85	0
Construction	2,916	28	2,888	0	0	0	0	0	2,888	0
Total	4,079	1,106	2,973	0	0	0	0	0	2,973	0
Federal-Aid	2,627	337	2,290	0	0	0	0	0	2,290	0

CLASSIFICATION:

STATE - Urban Minor Arterial

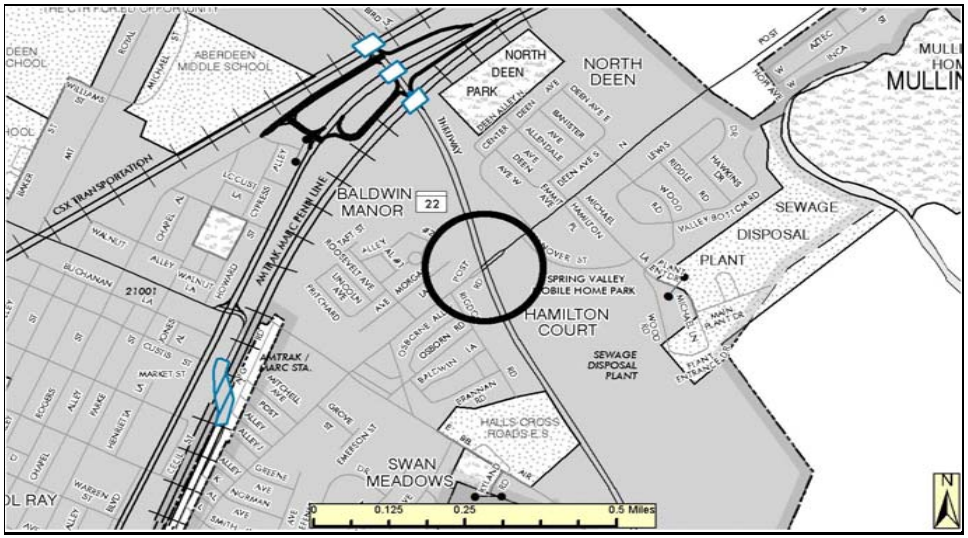
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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) to support BRAC expansion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Beards Hill Road (Line 3)
MD 22, at MD 462 (Line 4)
MD 159, Perryman Access (Line 9)
BRAC Intersection Improvements at APG (Statewide Line 8)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,453	565	760	128	0	0	0	0	888	0
Construction	7,422	981	2,911	3,530	0	0	0	0	6,441	0
Total	8,875	1,546	3,671	3,658	0	0	0	0	7,329	0
Federal-Aid	6,931	1,101	2,876	2,954	0	0	0	0	5,830	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 the Aberdeen Proving Grounds and commercial activities in the area.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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 the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	5,061	3,853	642	566	0	0	0	0	1,208	0
Construction	10,917	9	2,161	3,908	4,839	0	0	0	10,908	0
Total	15,987	3,871	2,803	4,474	4,839	0	0	0	12,116	0
Federal-Aid	12,980	3,073	2,284	3,657	3,966	0	0	0	9,907	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

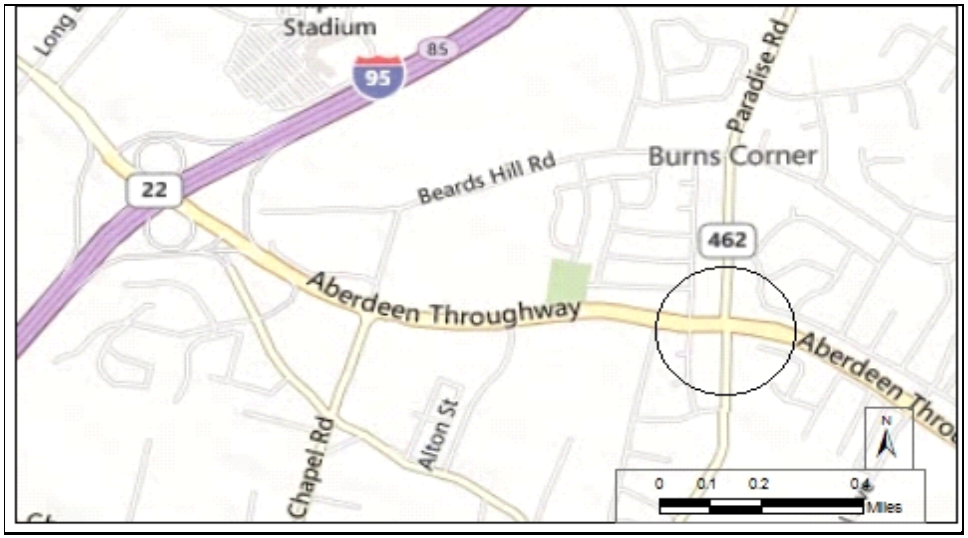
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 and provide improved access to the Aberdeen Proving Grounds.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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 the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,089	6,675	847	470	470	470	157	0	2,414	0
Construction	12,107	0	1,247	4,482	5,657	721	0	0	12,107	0
Total	21,196	6,675	2,094	4,952	6,127	1,191	157	0	14,521	0
Federal-Aid	17,370	6,675	1,674	3,585	4,429	885	122	0	10,695	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

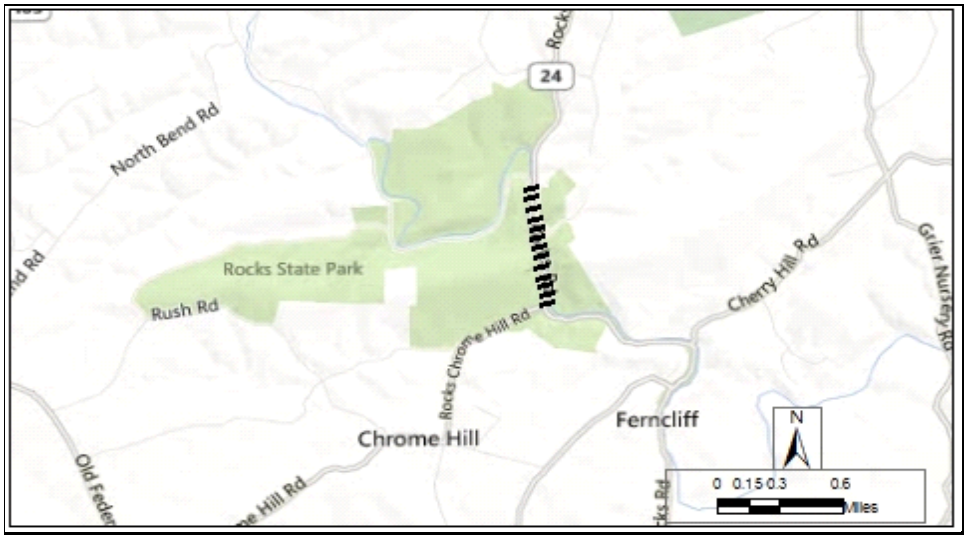
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 27,800

PROJECTED (2030) - 54,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of these projects is to improve the road safety by remediating the slopes 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, Sharon Road to Ferncliff Lane (Section G) (Line 8)

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☒ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,098	2,998	100	0	0	0	0	0	100	0
Right-of-way	58	57	1	0	0	0	0	0	1	0
Construction	6,316	11	6,305	0	0	0	0	0	6,305	0
Total	9,472	3,066	6,406	0	0	0	0	0	6,406	0
Federal-Aid	4,985	0	4,985	0	0	0	0	0	4,985	0

CLASSIFICATION:

STATE - Major Collector

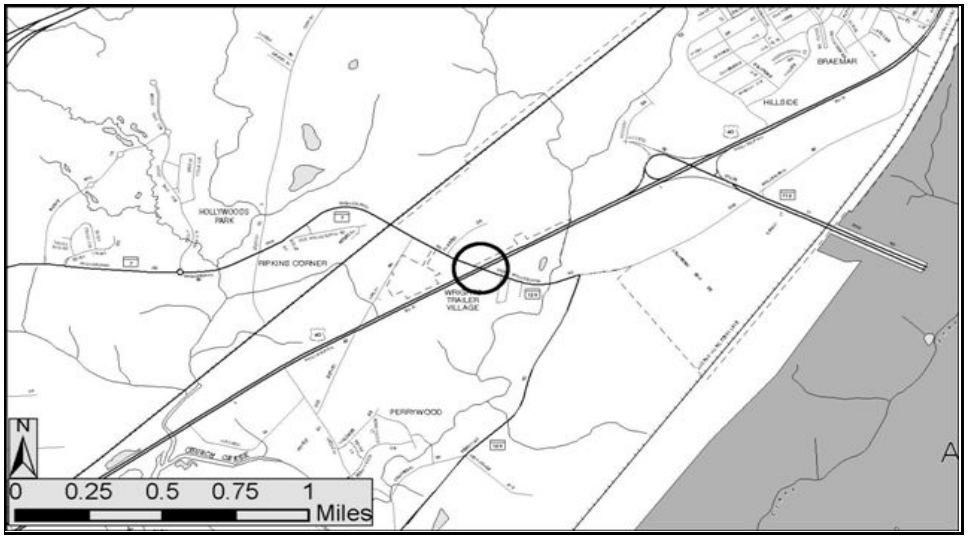
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Constructed intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the Aberdeen Industrial Park complexes and Perryman Peninsula, as well as the Aberdeen Proving Grounds.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 7, Bridge over James Run (Line 1)
US 40, at MD 7/MD 159 (Phase 2) (Line 7)
BRAC Intersection Improvements at APG (Statewide Line 8)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The project included capacity and geometric improvements that improved 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: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,462	835	205	347	75	0	0	0	627	0
Construction	2,629	2,528	101	0	0	0	0	0	101	0
Total	4,091	3,363	306	347	75	0	0	0	728	0
Federal-Aid	3,659	3,043	298	262	56	0	0	0	616	0

CLASSIFICATION:

STATE - Other Principal Arterial

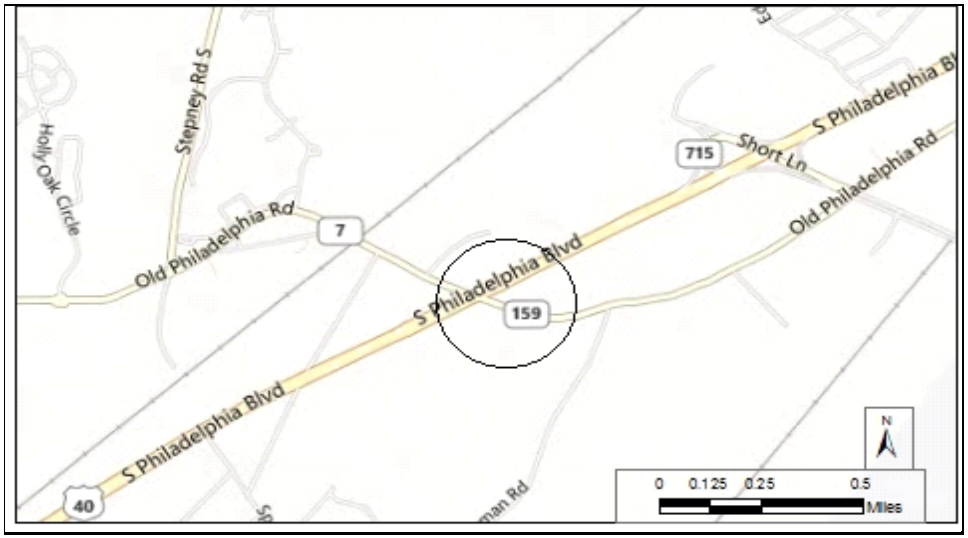
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 7, Bridge over James Run (Line 1)
US 40, at MD 7/MD 159 (Phase 1) (Line 6)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,604	946	419	239	0	0	0	0	658	0
Construction	18,896	0	0	2,572	5,380	5,988	4,956	0	18,896	0
Total	20,500	946	419	2,811	5,380	5,988	4,956	0	19,554	0
Federal-Aid	16,019	755	334	2,197	4,196	4,671	3,866	0	15,264	0

CLASSIFICATION:

STATE - Other Principal Arterial

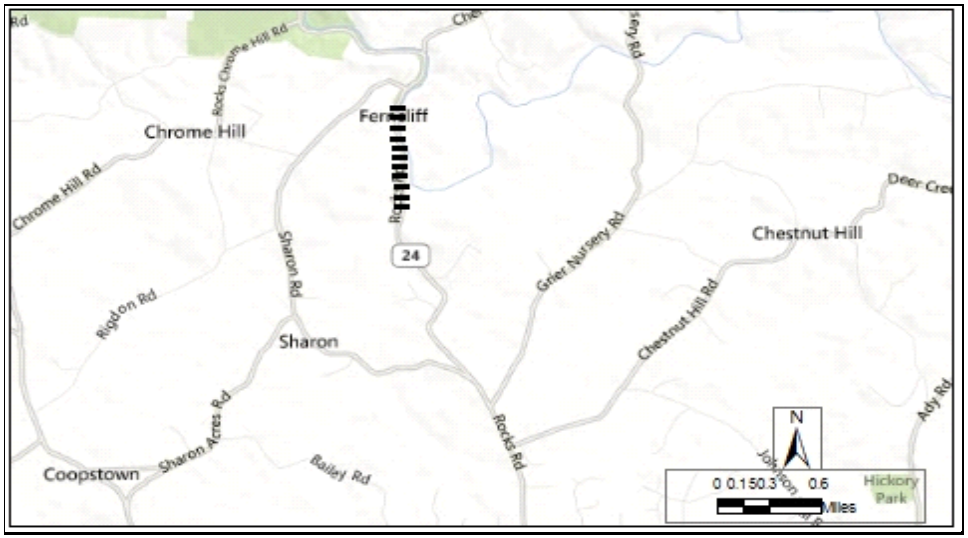
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 36,600

PROJECTED (2030) - 75,300



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of these projects is to improve the road safety 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, at Deer Creek Bridge (Section A) (Line 5)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	301	267	34	0	0	0	0	0	34	0
Right-of-way	179	0	0	65	114	0	0	0	179	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	480	267	34	65	114	0	0	0	213	0
Federal-Aid	223	198	25	0	0	0	0	0	25	0

CLASSIFICATION:

STATE - Major Collector

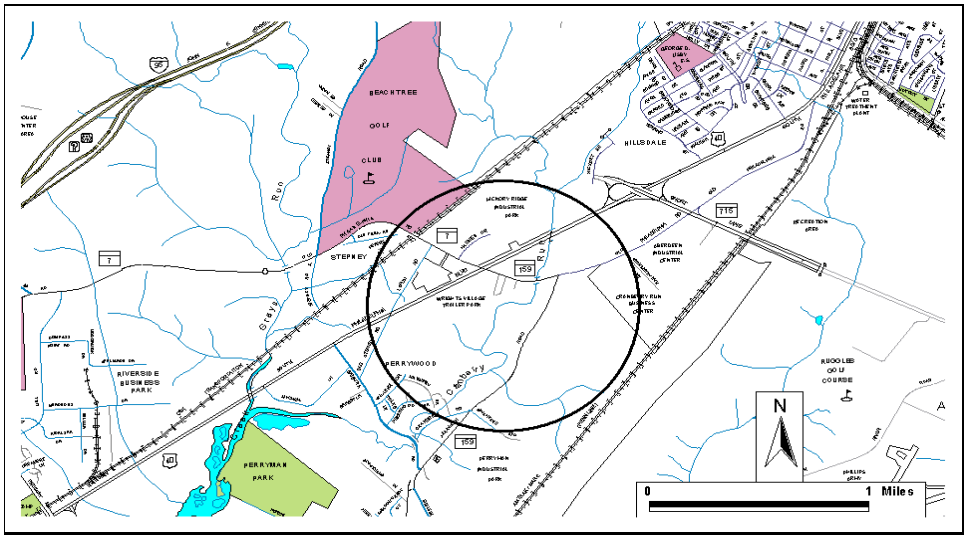
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,100

PROJECTED (2030) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed one-lane roundabout at MD 159 and Old Philadelphia Road. (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, at MD 7/MD 159 (Phase 1) (Line 6)
US 40, at MD 7/MD 159 (Phase 2) (Line 7)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	138	138	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	386	386	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

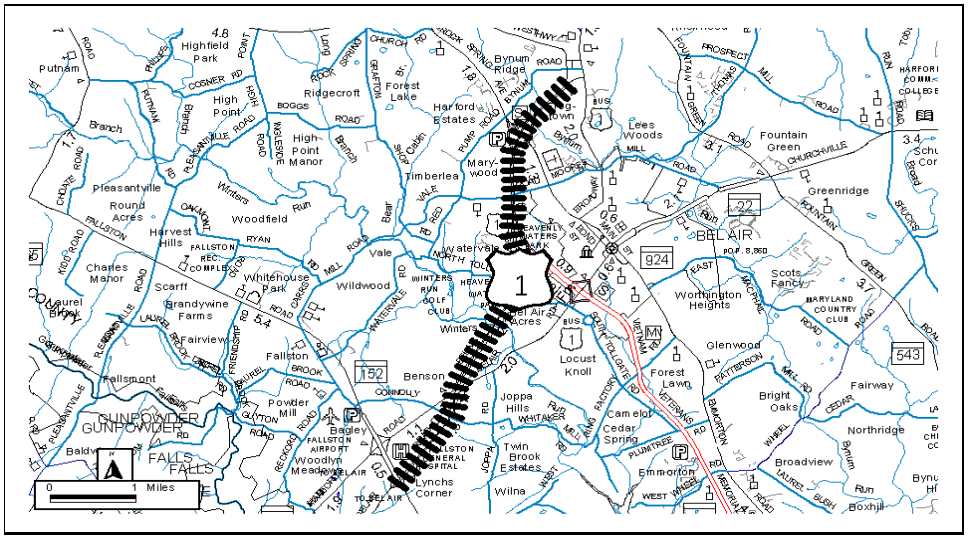
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operations on US 1.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
1		Various locations in Harford County east of US 1; resurface	5,225	Completed
2		Various locations in Harford County - west of US 1; resurface	5,228	Completed
3		At various locations in Harford County east of US 1; resurface	6,481	FY 2015
4		At various locations in Harford County - west of US 1; resurface	6,429	FY 2015
5	US 40 EB	Pulaski Highway; Long Bar Harbor to Spesutia Road; safety and resurface	3,748	FY 2015
		Safety/Spot Improvement		
6	MD 24	Vietnam Veterans Memorial Highway; East of MD 924 to West MacPhail Road; guardrail	636	Under construction
7	US 40	Pulaski Highway; MD 132 (West Belair Road) to Robinson Avenue; resurface	1,734	Under construction
8	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive; geometric improvements	1,093	Completed
9	MD 543	Riverside Parkway; I 95 Off Ramp to north of MD 7; geometric improvements	1,274	Completed
		Community Safety and Enhancements		
10	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,479	Under construction
		Bicycle Retrofit		
11	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	492	Completed

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		TMDL Compliance		
12	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	98	Under construction

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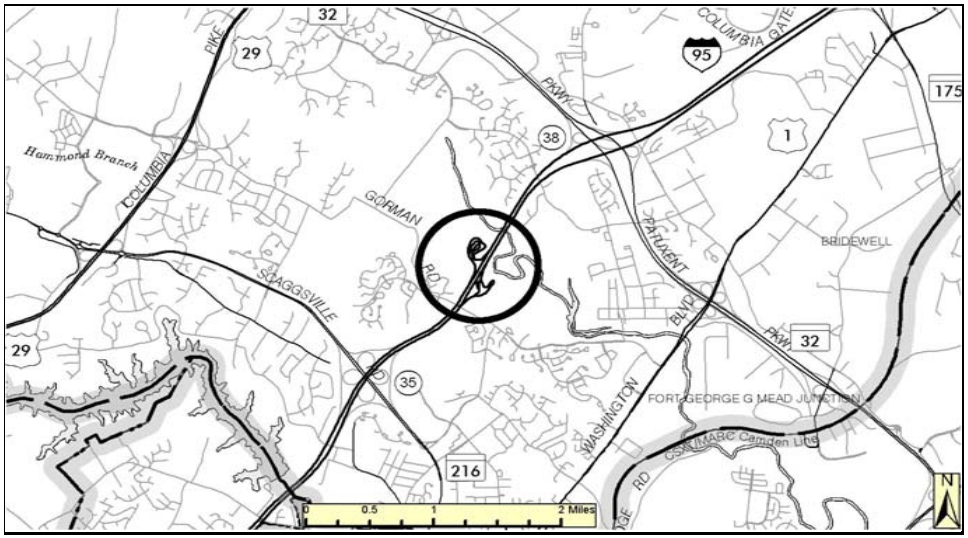
HOWARD COUNTY MARYLAND

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	4,901	1,649	3,156	96	0	0	0	0	3,252	0
Total	5,362	2,110	3,156	96	0	0	0	0	3,252	0
Federal-Aid	5,246	2,104	3,048	94	0	0	0	0	3,142	0

CLASSIFICATION:

STATE - Interstate

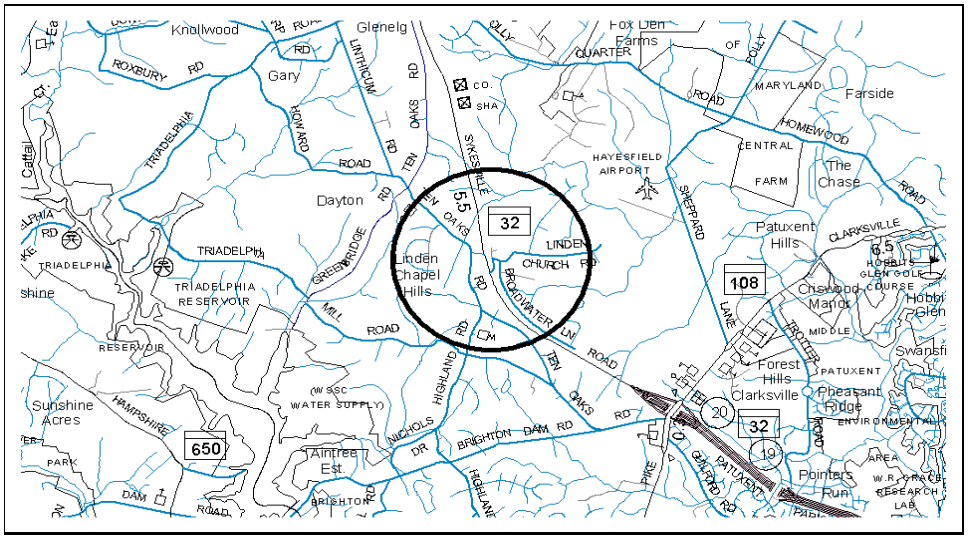
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 94,750 (I-95 SB)
2,050 (Welcome Center)

PROJECTED (2030) - 111,100 (I-95 SB)
2,950 (Welcome Center)



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Constructed a new interchange at Linden Church Road.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations and relieved congestion in this heavily traveled corridor.

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:
MD 32, Wellworth Way Access Improvements (Line 3)

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

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This grade-separation project reduced travel times along MD 32, improved safety and reduced collision and injury rates. This project improved mobility of goods, services, and people and promoted economic prosperity in Howard County.

STATUS: Open to Service. Howard County funded Engineering, Right-of-Way and Construction.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $15.9 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,769	1,769	0	0	0	0	0	0	0	0
Right-of-way	2,651	2,588	63	0	0	0	0	0	63	0
Construction	12,234	12,233	1	0	0	0	0	0	1	0
Total	16,654	16,590	64	0	0	0	0	0	64	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

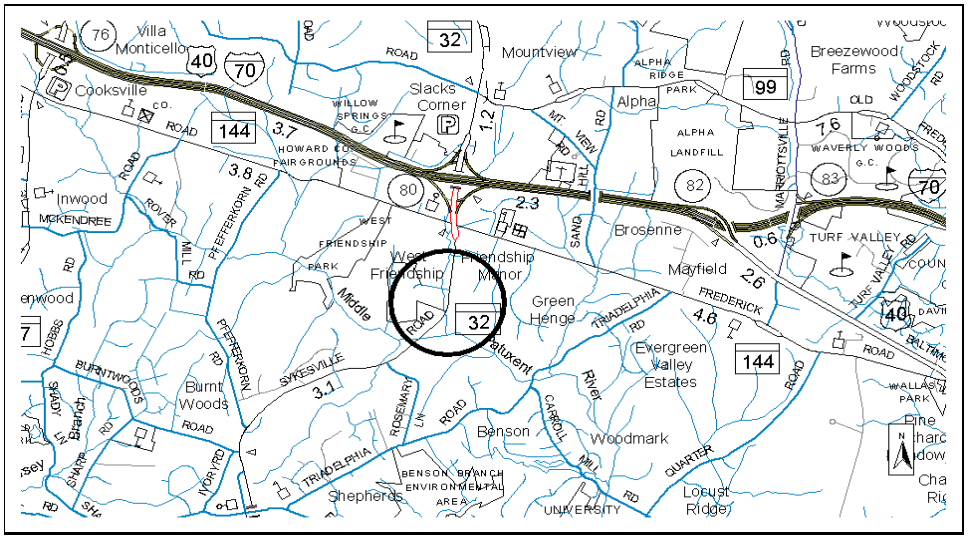
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 2)

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

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: By removing direct private access to this section of MD 32, this project will improve safety and operations. This project improves mobility of goods, services, and people and will promote economic prosperity of Howard County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,707	1,689	18	0	0	0	0	0	18	0
Right-of-way	845	595	250	0	0	0	0	0	250	0
Construction	532	50	482	0	0	0	0	0	482	0
Total	3,084	2,334	750	0	0	0	0	0	750	0
Federal-Aid	610	450	160	0	0	0	0	0	160	0

CLASSIFICATION:

STATE - Principal Arterial

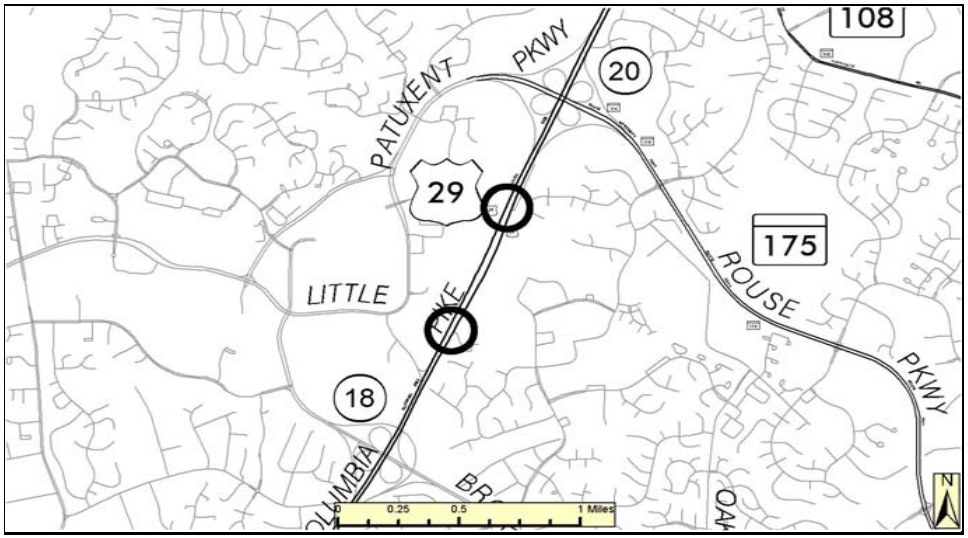
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Middle Patuxent River to Seneca Drive (Line 5)
US 29, Seneca Drive to MD 175 (Line 8)

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project will improve operations and safety. This project improves mobility of goods services and people and will promote economic prosperity of Howard County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,099	1,514	1,686	1,899	0	0	0	0	3,585	0
Construction	3,128	1,179	1,949	0	0	0	0	0	1,949	0
Total	8,227	2,693	3,635	1,899	0	0	0	0	5,534	0
Federal-Aid	7,374	2,363	3,163	1,848	0	0	0	0	5,011	0

CLASSIFICATION:

STATE - Principal Arterial

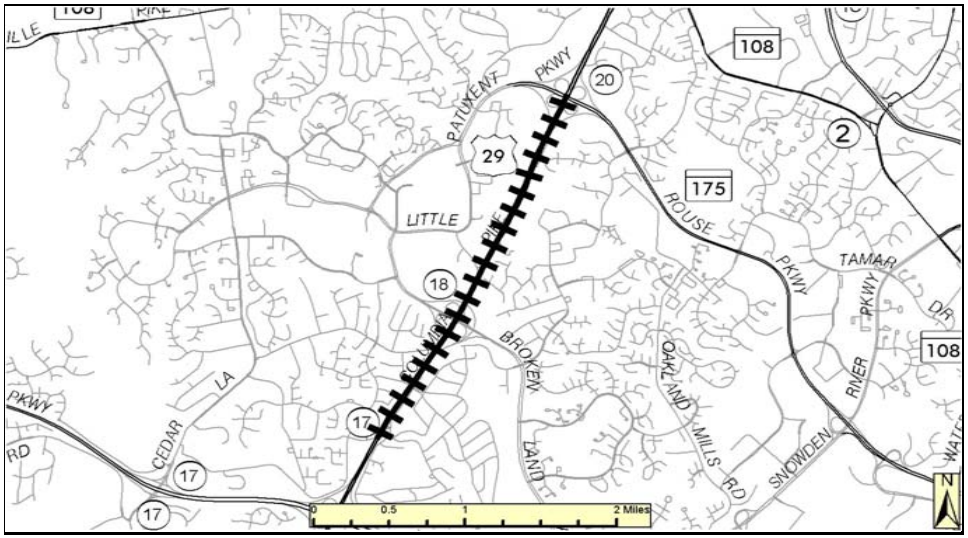
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 three lanes.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 8)

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will relieve traffic congestion on this major north-south commuter route. This project will promote economic development in Howard County.

STATUS: Construction underway. Howard County is funding $2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $16.9 million is due to a favorable bid price. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,407	6,402	5	0	0	0	0	0	5	0
Right-of-way	2,071	718	725	628	0	0	0	0	1,353	0
Construction	26,724	25	8,869	10,803	7,027	0	0	0	26,699	0
Total	35,202	7,145	9,599	11,431	7,027	0	0	0	28,057	0
Federal-Aid	2,923	2,608	58	257	0	0	0	0	315	0

CLASSIFICATION:

STATE - Principal Arterial

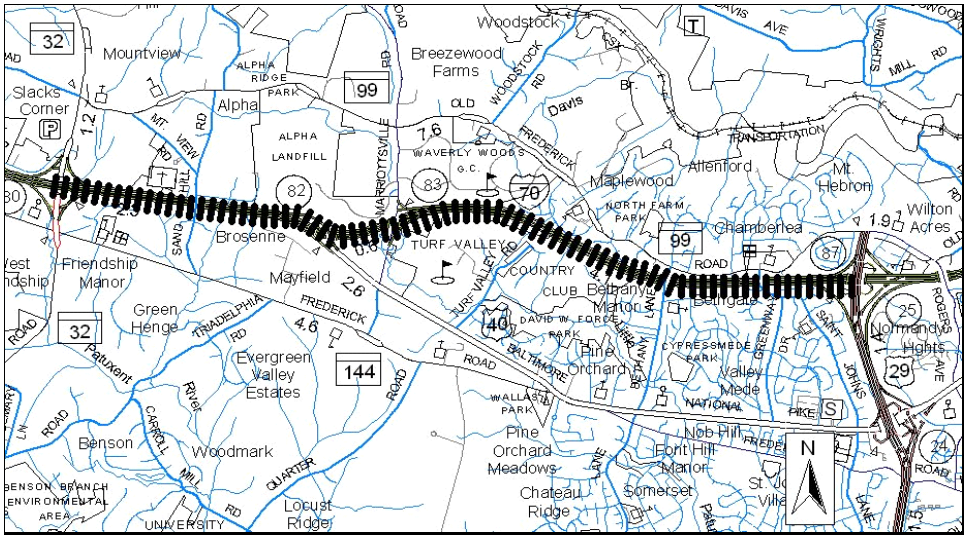
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 45,600

PROJECTED (2030) - 59,425



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 will 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

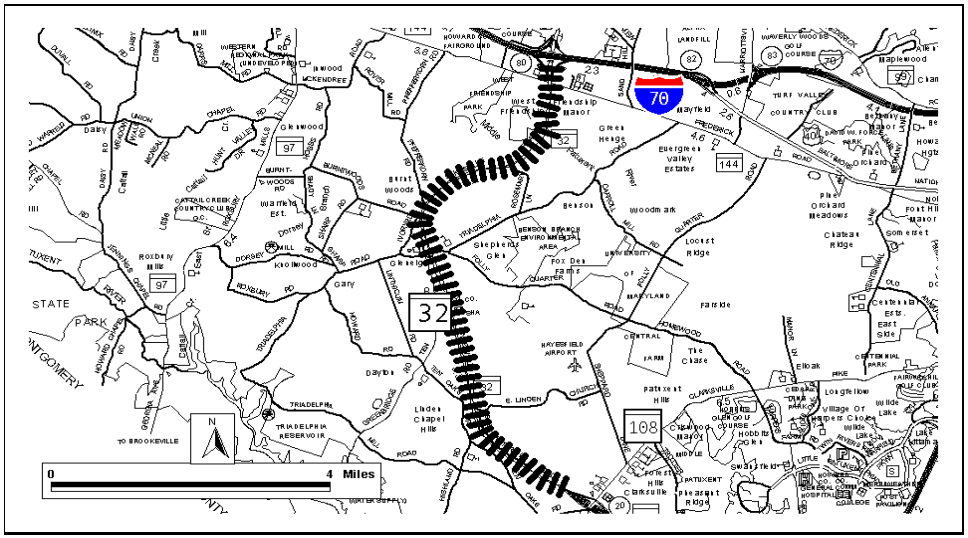
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 79,400

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 two lane roadway.

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:
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 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	6,129	375	500	1,000	3,000	1,254	0	0	5,754	0
Right-of-way	13,703	2,127	10	10	2,600	2,600	3,771	2,585	11,576	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,489	6,159	510	1,010	5,600	3,854	3,771	2,585	17,330	0
Federal-Aid	7,525	2,922	400	800	2,400	1,003	0	0	4,603	0

CLASSIFICATION:

STATE - Principal Arterial

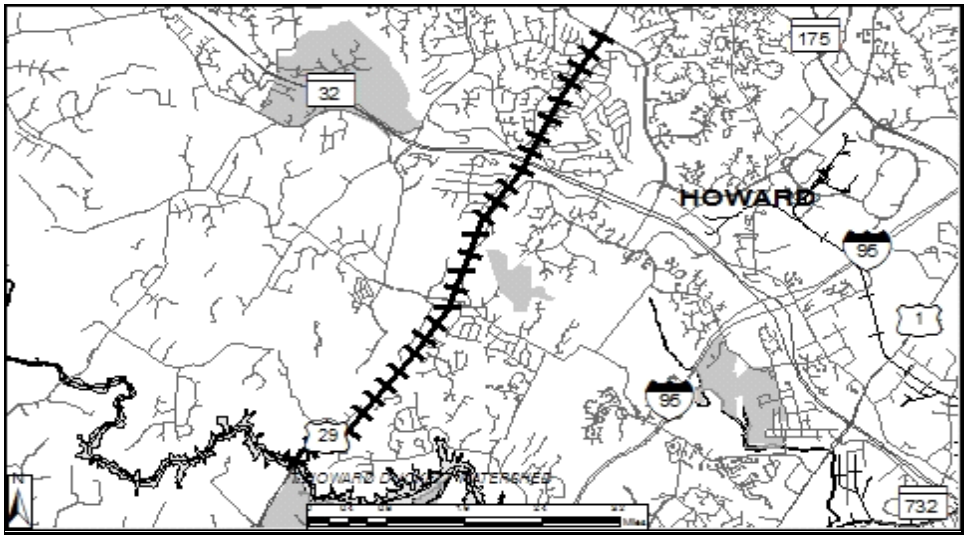
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 three lanes.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	108	500	700	700	992	0	0	2,892	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	3,000	108	500	700	700	992	0	0	2,892	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

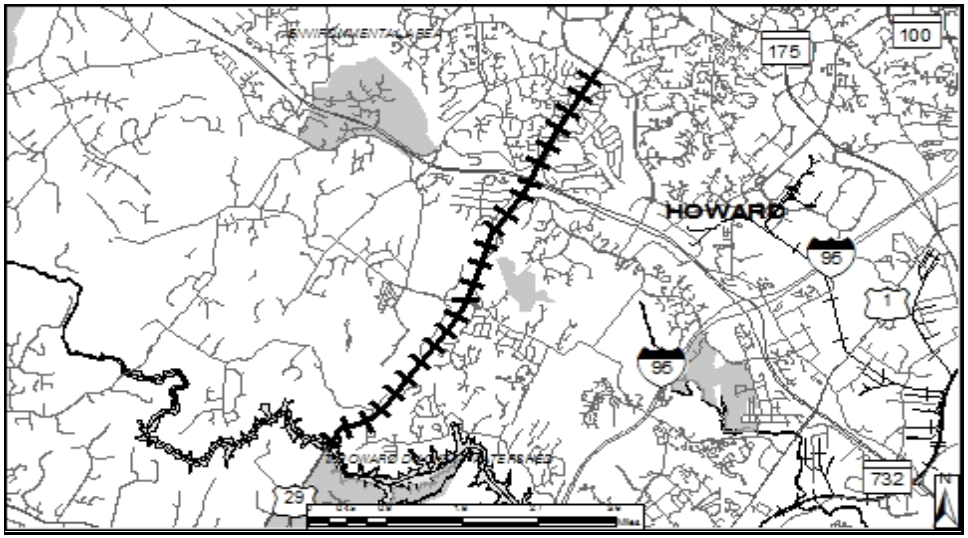
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,450

PROJECTED (2030) - 60,650



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study Bus Rapid Transit (BRT) from Downtown Columbia (Brokenland Parkway) to Burtonsville (Montgomery County Line).

JUSTIFICATION: US 29 is a congested corridor. This project will relieve congestion along the US 29 corridor, and support Columbia Mall and surrounding areas.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
US 29, Seneca Drive to MD 175 (Phase 1B) (Line 5)
US 29, Middle Patuxent River to Seneca Drive, Phase 2 (Line 8)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	25	1,100	875	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	25	1,100	875	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

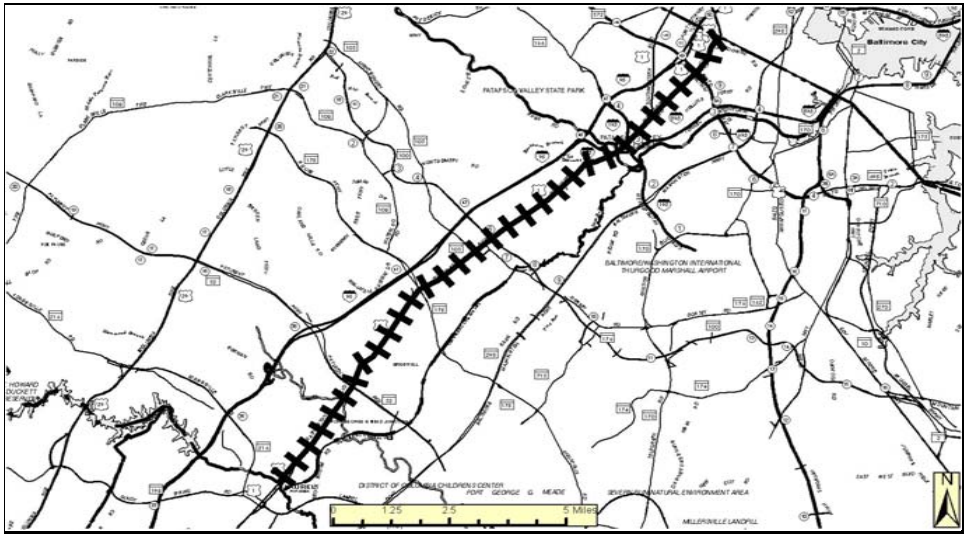
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 so the corridor can be developed in a manner consistent with the County's overall vision plan and accommodate existing and future travel demand for all users.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,022	1,022	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	1,022	1,022	0	0	0	0	0	0	0	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 41,850

PROJECTED (2030) - 52,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	I 95	Structure at Little Patuxent River to 3,000 ft. north of MD 216; resurface	2,749	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
2		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		At various locations in Howard County; resurface	17,825	FY 2015
4		Various locations in Howard County; resurface	10,055	Under construction
5	I 95	Prince George's County Line to north of MD 216; resurface	4,021	Completed
		Bridge Replacement/Rehabilitation		
6		At various locations on US 29, MD 216, I-95, MD 175; clean and paint bridges	1,818	FY 2015
7		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean and paint bridges	1,350	FY 2015
8	MD 175	Waterloo Road; Bridge Numbers 1306103 and 1306104 over I-95; clean and paint bridges	1,236	FY 2015

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement		
9	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,187	Under construction
10	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements (Howard County is funding this project)	0	FY 2015
		Noise Barriers		
11	I 95	Timberview Noise Barrier Extension	2,108	Under construction
		Traffic Management		
12	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,456	FY 2016
13	I 95	MD 100 to MD 175; lighting	2,620	Completed
		Commuter Action Improvements		
14	MD 175	Columbia Gateway Drive; at Snowden River Parkway; ridesharing facility	863	FY 2015
		TMDL Compliance		
15		Furnace Avenue Tributary; wetlands replacement	252	FY 2016

SHA

THE COUNTY KENT IN THE PROVINCE OF MARYLAND

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 December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
1		At various locations in Kent County; resurface	6,031	Under construction
2		MD 213, MD 290 and MD 313 A at the corporate limits of Galena; safety and resurface	2,077	FY 2015
		Safety/Spot Improvement		
3	MD 20	Chestertown Road; at MD 291; geometric improvements	1,481	Under construction
		Community Safety and Enhancements		
4	MD 291	Cypress Street; within corporate town limits - west of School Street to east of Crane Street; urban reconstruct (Funded for preliminary engineering)	1,738	PE Underway

SHA

MONTGOMERY COUNTY

MONTGOMERY COUNTY

PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD355/MD124 intersection. It will provide access from I-270 to Metropolitan Grove MARC Station.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 200, InterCounty Connector (Line 2)
I-270 and US 15 Multimodal Corridor Study (Line 14)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. The County is contributing $4.9 million towards engineering.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $5.9 million is due to reduced inflation, and a revised engineer's estimate. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	5,293	2,698	1,010	1,585	0	0	0	0	2,595	0
Right-of-way	39,771	20	250	17,000	15,719	6,782	0	0	39,751	0
Construction	113,178	0	0	9,012	28,085	34,373	41,708	0	113,178	0
Total	159,419	3,895	1,260	27,597	43,804	41,155	41,708	0	155,524	0
Federal-Aid	41,132	1,071	560	17,000	15,719	6,782	0	0	40,061	0

CLASSIFICATION:

STATE - Principal Arterial

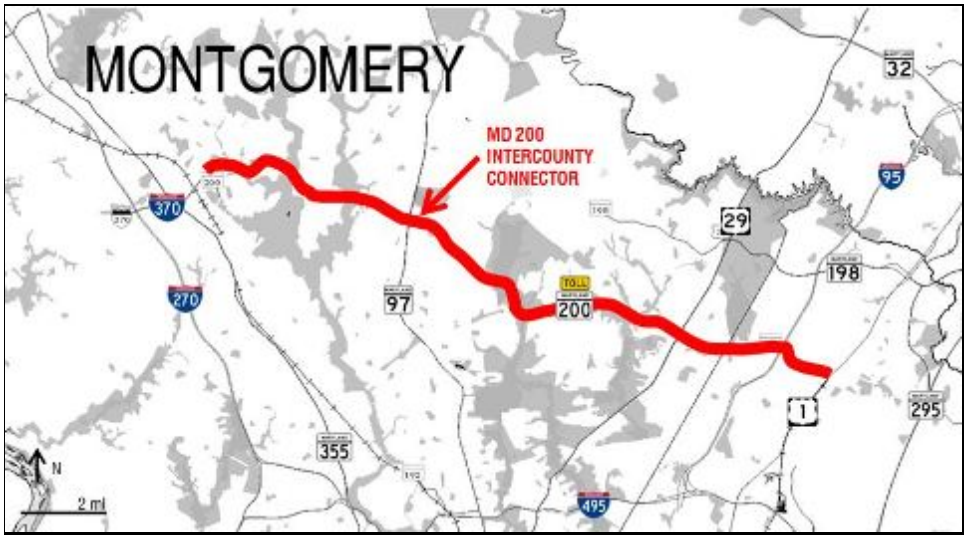
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 167,300

PROJECTED (2030) - 191,500



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west multimodal highway in Montgomery and Prince George's Counties between I-270, I-95, and US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was 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 affected by past development in the project area.

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:
US 29 Interchanges (Lines 16,17)
MD 28/MD 198, MD 97 to I-95 (Line 19)
I-95/Contee Road Interchange (Prince George's County - Line 1)
MD 201 Extended/US 1, I-95/I-495 to North of Muirkirk Road (Prince George's County - Line 27)

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

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☒ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: MD 200, InterCounty Connector provided an east-west connection to facilitate movement of freight and people. It provided an improved route for emergency vehicles and improved security during a state of emergency. The new access supported master development in Montgomery and Prince George's counties. The project included numerous planned environmental features such as wildlife crossings and stream restorations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 and 2005 and Federal High Priority/NC11P Project Funds.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	130	130	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	19,422	19,422	0	0	0	0	0	0	0	0
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

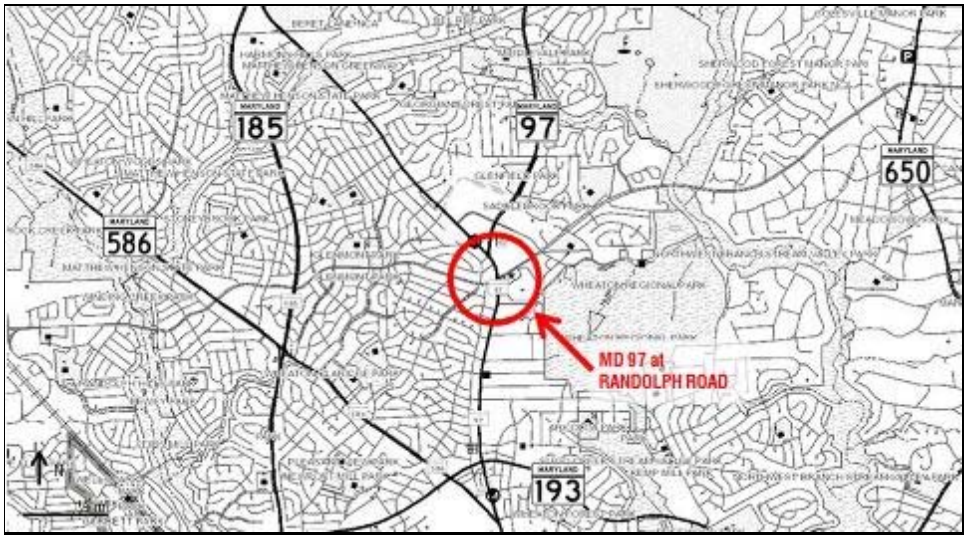
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 32,550

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 will reduce congestion at the existing intersection.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 200, InterCounty Connector (Line 2)

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This grade-separation project will reduce travel times along both Randolph Road and Georgia Avenue and improve safety by separating through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all roadway users.

STATUS: Construction underway. County to provide $14.4 million for Right-of-Way and advanced utilities.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $12.8 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	20,599	15,076	1,330	2,493	1,700	0	0	0	5,523	0
Construction	46,116	6,163	11,936	13,340	14,677	0	0	0	39,953	0
Total	73,831	28,355	13,266	15,833	16,377	0	0	0	45,476	0
Federal-Aid	45,004	11,480	7,708	12,792	13,024	0	0	0	33,524	0

CLASSIFICATION:

STATE - Other Principal Arterial

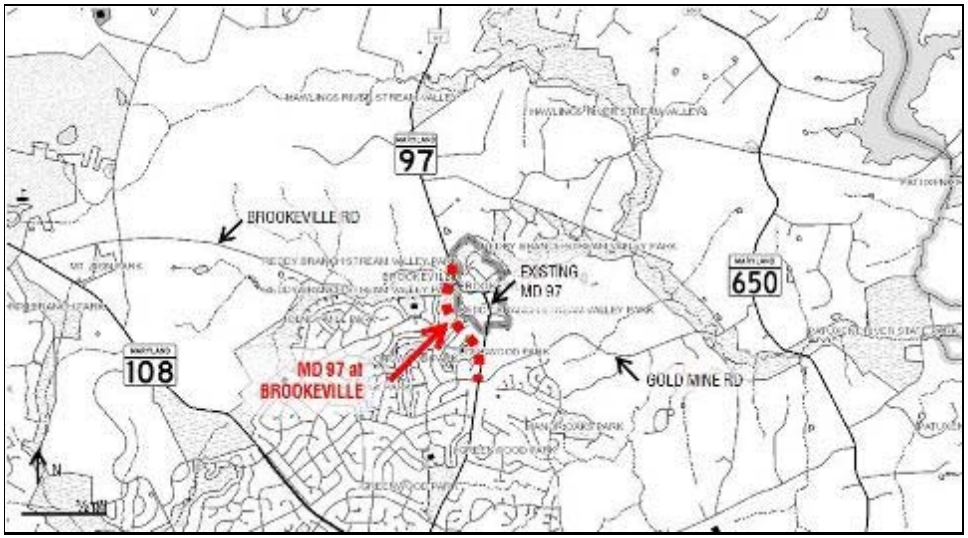
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 48,500 (MD 97)
39,050 (Randolph Road)

PROJECTED (2030) - 59,100 (MD 97)
41,000 (Randolph Road)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two-lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Engineering and Right-of-Way underway. The County is contributing $10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $11.7 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	5,562	391	800	800	1,000	2,571	0	0	5,171	0
Right-of-way	4,442	4	10	2,000	2,428	0	0	0	4,438	0
Construction	24,757	0	0	0	5,595	10,002	9,160	0	24,757	0
Total	36,825	2,459	810	2,800	9,023	12,573	9,160	0	34,366	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

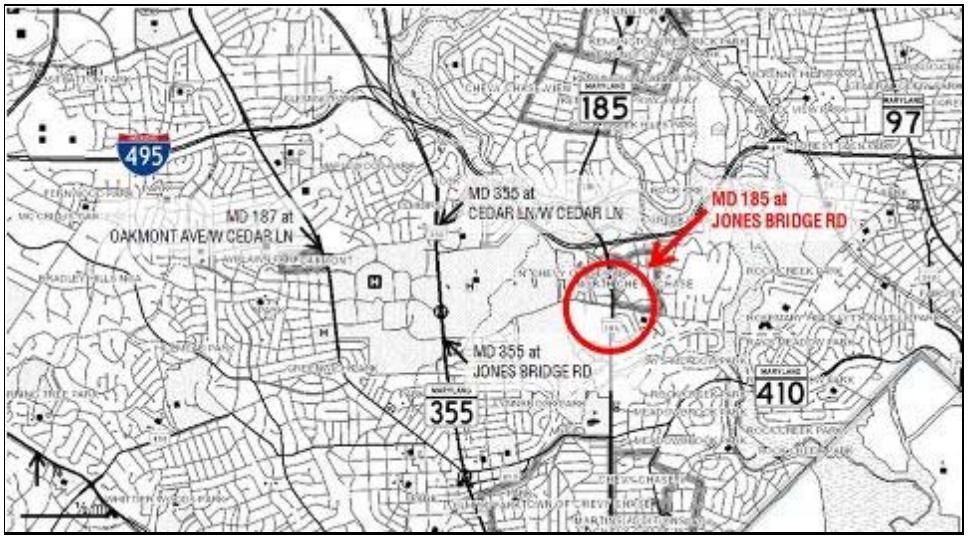
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 10,600

PROJECTED (2030) - 15,100



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Constructed intersection improvements on MD 185 at Jones Bridge Road (Phases 1 and 2). Bicycle and pedestrian facilities were 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. This project will improve safety, capacity, and operation in the near term.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phase 1and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda is vital in support of the congressionally authorized BRAC initiative. This improvement reduced congestion and improved safety as well as provided for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,209	715	386	108	0	0	0	0	494	0
Construction	3,821	3,821	0	0	0	0	0	0	0	0
Total	5,030	4,536	386	108	0	0	0	0	494	0
Federal-Aid	4,532	4,099	326	107	0	0	0	0	433	0

CLASSIFICATION:

STATE - Other Principal Arterial

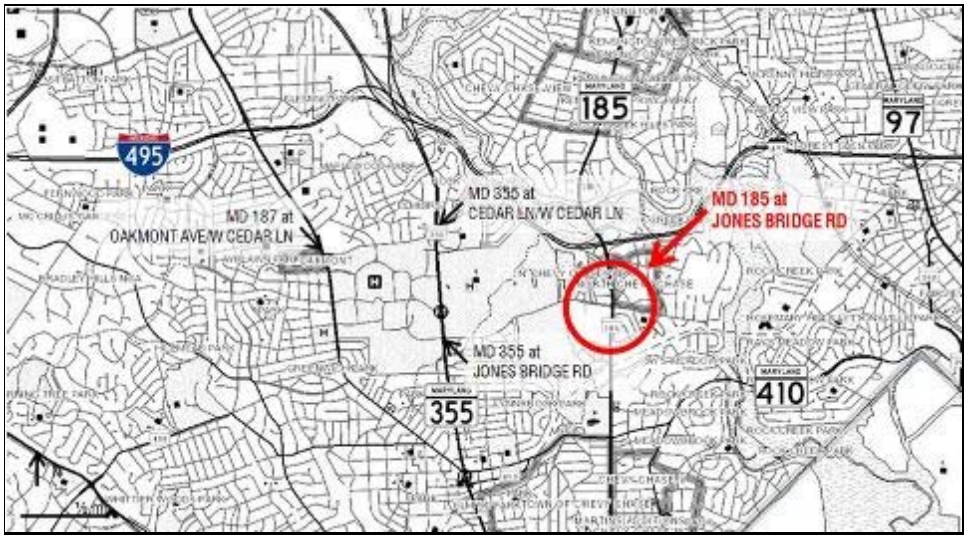
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 66,450

PROJECTED (2030) - 79,500



PROJECT: MD 185, Connecticut Avenue

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 operations in the near term.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Right-of-Way underway. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $4.0 million is due to a reduced scope and property impacts. Construction delayed from FY 15 to Fy 18 due to property impacts and utilities relocation.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda are vital in support of the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,764	620	3,673	1,569	1,000	590	2,312	0	9,144	0
Construction	4,573	0	0	0	0	406	2,152	2,015	4,573	0
Total	14,337	620	3,673	1,569	1,000	996	4,464	2,015	13,717	0
Federal-Aid	14,164	616	3,673	1,400	1,000	996	4,464	2,015	13,548	0

CLASSIFICATION:

STATE - Other Principal Arterial

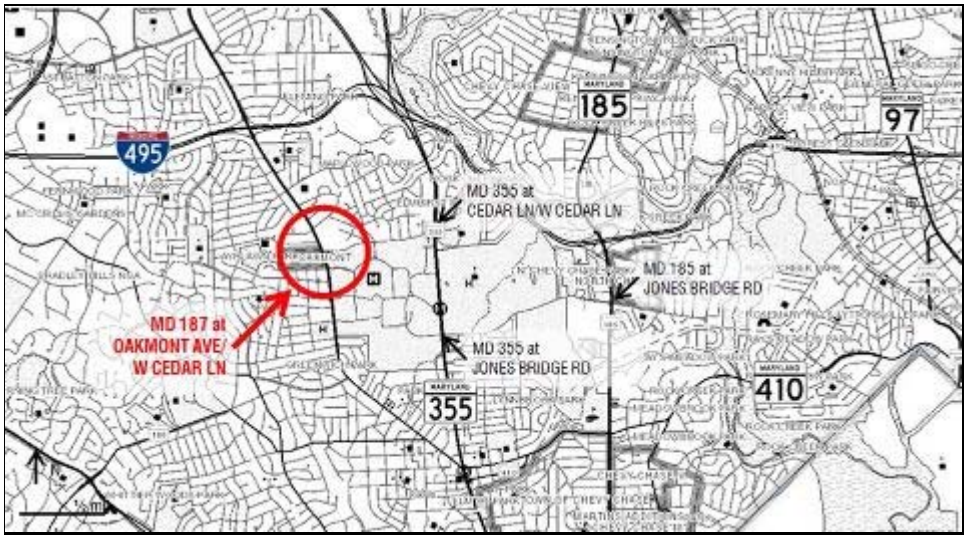
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 66,450

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 185, at Jones Bridge (Line 6)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Construction underway. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $4.9 million is due to reduced utility needs.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to the intersections in the vicinity of the Naval Support Activity Bethesda are vital in support of the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	375	287	336	56	0	0	0	679	0
Construction	3,366	1	1,765	1,600	0	0	0	0	3,365	0
Total	4,420	376	2,052	1,936	56	0	0	0	4,044	0
Federal-Aid	4,401	363	2,046	1,936	56	0	0	0	4,038	0

CLASSIFICATION:

STATE - Other Principal Arterial

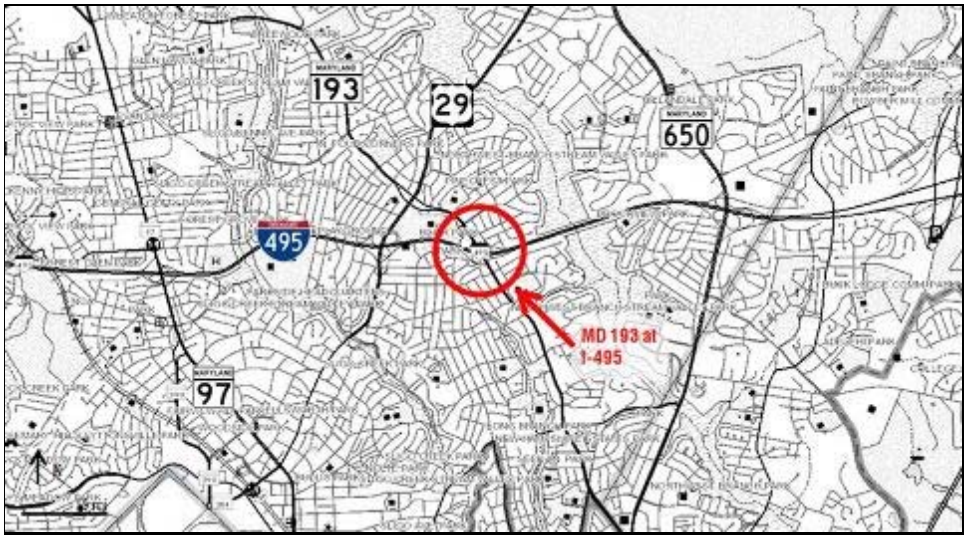
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 40,300 (MD 187)
9,650 (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	762	761	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,793	4,487	3,411	1,895	0	0	0	0	5,306	0
Total	10,555	5,248	3,412	1,895	0	0	0	0	5,307	0
Federal-Aid	10,177	4,901	3,391	1,885	0	0	0	0	5,276	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,350

PROJECTED (2030) - 55,000

PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new Anacostia Tributary Trail System pedestrian bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvement)

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Construction to begin during current fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,500	0	375	1,125	0	0	0	0	1,500	0
Total	1,500	0	375	1,125	0	0	0	0	1,500	0
Federal-Aid	1,500	0	375	1,125	0	0	0	0	1,500	0

CLASSIFICATION:

STATE - Other Principal Arterial

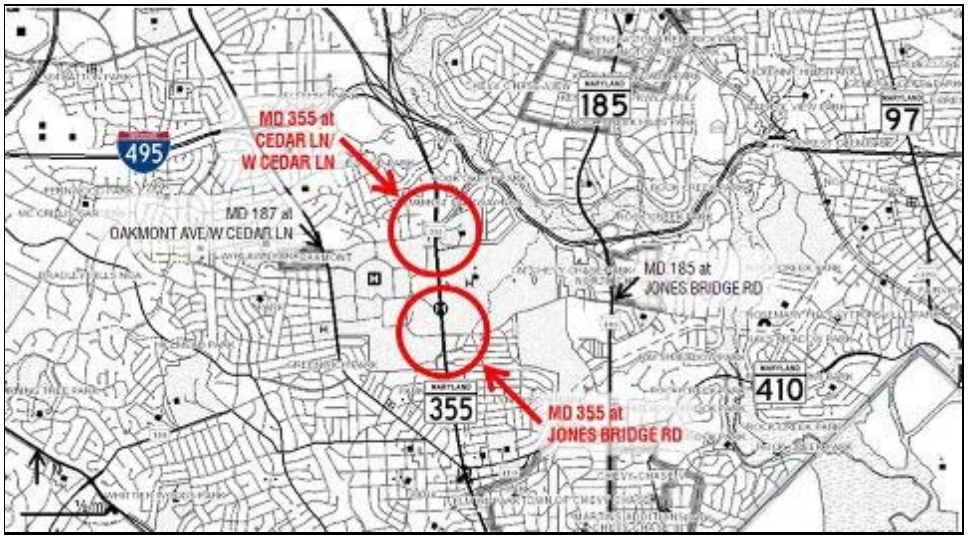
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 21,000

PROJECTED (2030) - 24,950



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Relocated utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 and 2). Constructed dynamic lane controls on MD 355 at Cedar Lane. (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. This project improved safety, capacity and operations in the near term.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda is vital in support of the congressionally authorized BRAC initiative. This improvement reduced congestion and improved safety as well as provided for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,703	532	3,171	0	0	0	0	0	3,171	0
Construction	6,264	6,241	23	0	0	0	0	0	23	0
Total	9,967	6,773	3,194	0	0	0	0	0	3,194	0
Federal-Aid	7,419	4,225	3,194	0	0	0	0	0	3,194	0

CLASSIFICATION:

STATE - Other Principal Arterial

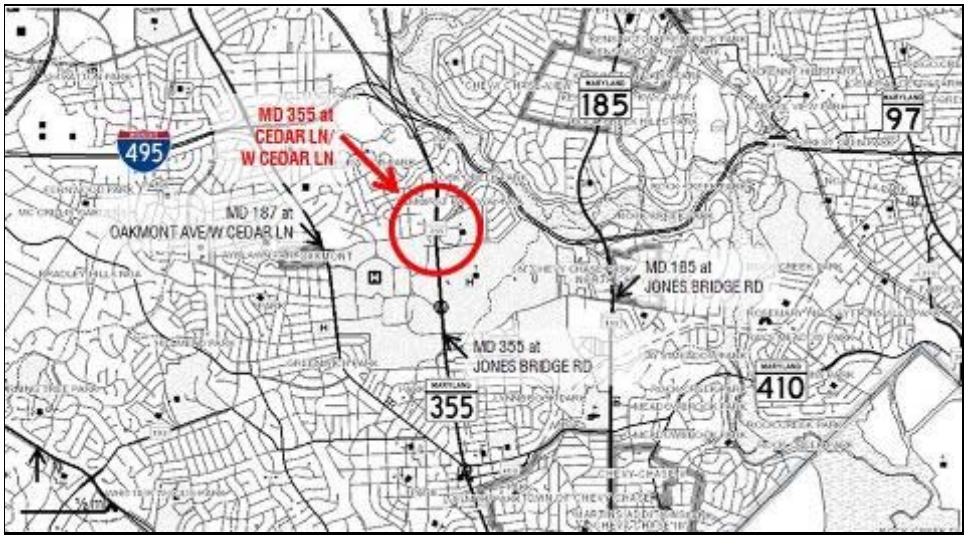
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,850 (MD 355 at Cedar Lane)
42,650 (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 and 2). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. This project will improve safety, capacity and operations in the near term.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Construction underway. Office of Economic Adjustments is contributing $6.8 million towards construction.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,114	883	50	50	1,131	0	0	0	1,231	0
Construction	13,867	3,182	4,987	3,549	2,149	0	0	0	10,685	0
Total	15,981	4,065	5,037	3,599	3,280	0	0	0	11,916	0
Federal-Aid	13,103	3,549	3,788	2,915	2,851	0	0	0	9,554	0

CLASSIFICATION:

STATE - Other Principal Arterial

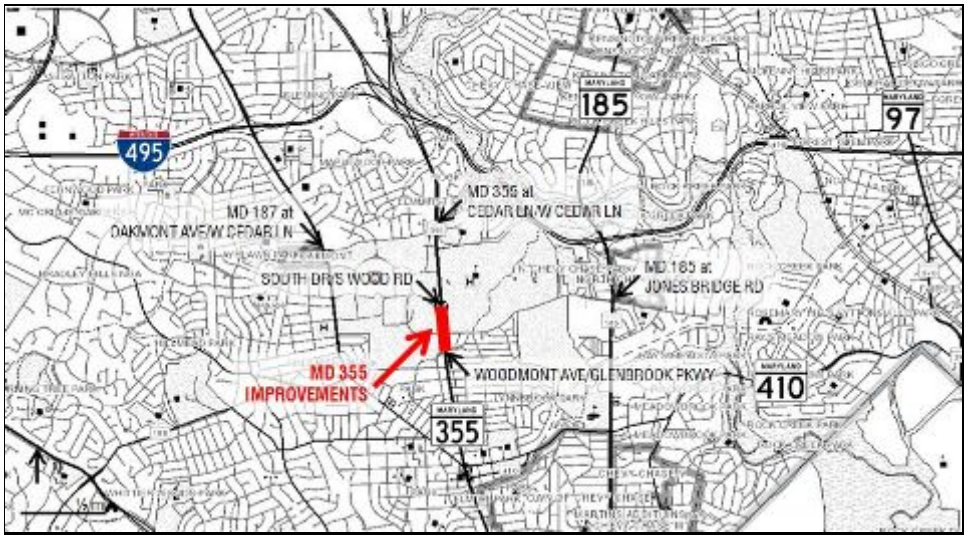
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,850

PROJECTED (2030) - 57,575



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, and geometric improvements from Woodmont Avenue to South Wood Road/South Drive. (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)

STATUS: Construction to begin during current fiscal year. Office of Economic Adjustments is contributing $4.3 million towards construction. Montgomery County will advertise and construct the project.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to the intersections in the vicinity of the Naval Support Activity Bethesda are vital in support of the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,696	0	421	1,520	1,732	1,023	0	0	4,696	0
Total	4,696	0	421	1,520	1,732	1,023	0	0	4,696	0
Federal-Aid	4,696	0	421	1,520	1,732	1,023	0	0	4,696	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 46,250

PROJECTED (2030) - 54,000

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 is causing the Capital Beltway to experience severe congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 5,17)
I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	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	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

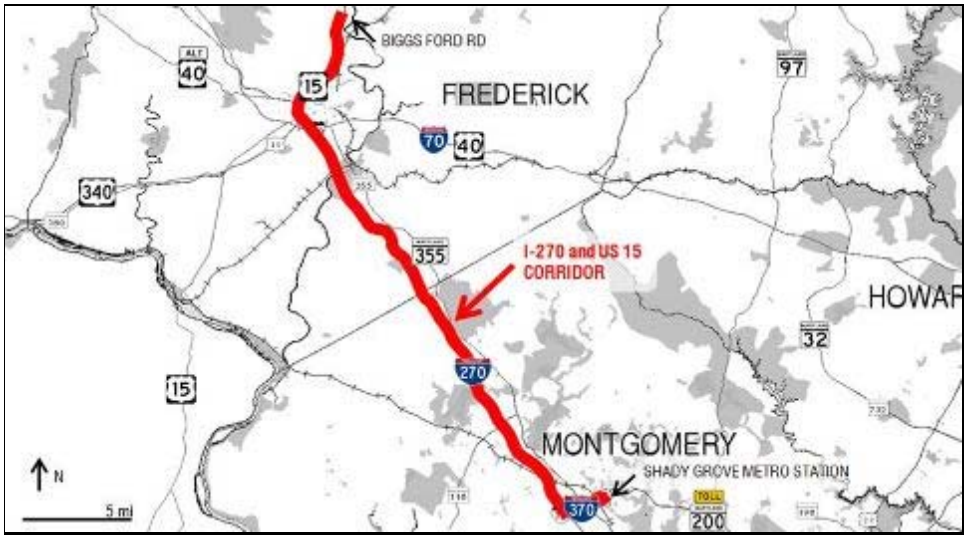
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 102,850 - 246,300

PROJECTED (2030) - 125,900 - 269,700



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multimodal 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: I-270 and US 15 experience poor levels of traffic service and safety problems throughout Montgomery and Frederick counties and the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
MD 200, InterCounty Connector (Line 2)
US 15, Interchange at Monocacy Boulevard (Frederick County - Line 2)
I-70, Mount Phillip Road to I-270 (Frederick County - Line 6)
Corridor Cities Transitway (MTA Program)

STATUS: Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,429	17,429	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,536	18,536	0	0	0	0	0	0	0	0
Federal-Aid	14,398	14,398	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

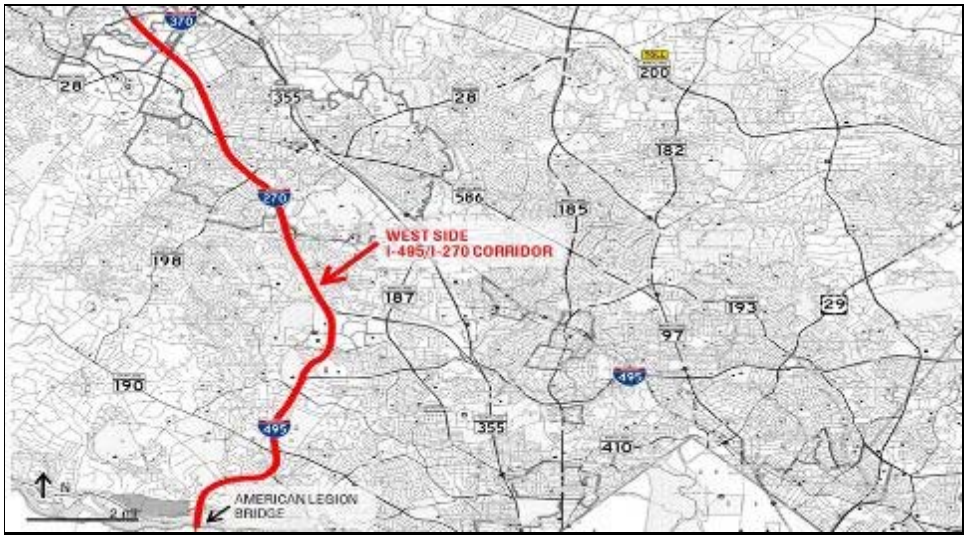
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,100 - 104,400 (US 15)
80,800 - 215,050 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: I-270, Eisenhower Highway, and I-495, Capital Beltway

DESCRIPTION: Planning study of I-270 improvements from I-495 to I-370, I-270 Spur improvements from I-495 to I-270, and I-495 improvements from the Potomac River to I-270 Spur.

JUSTIFICATION: Increasing growth in Montgomery County and the concurrent increase in traffic is causing these routes to experience severe congestion.

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:
I-95/I-495, Capital Beltway (Line 13)

STATUS: Planning will begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	0	150	1,300	1,625	1,625	1,300	0	6,000	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	6,000	0	150	1,300	1,625	1,625	1,300	0	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

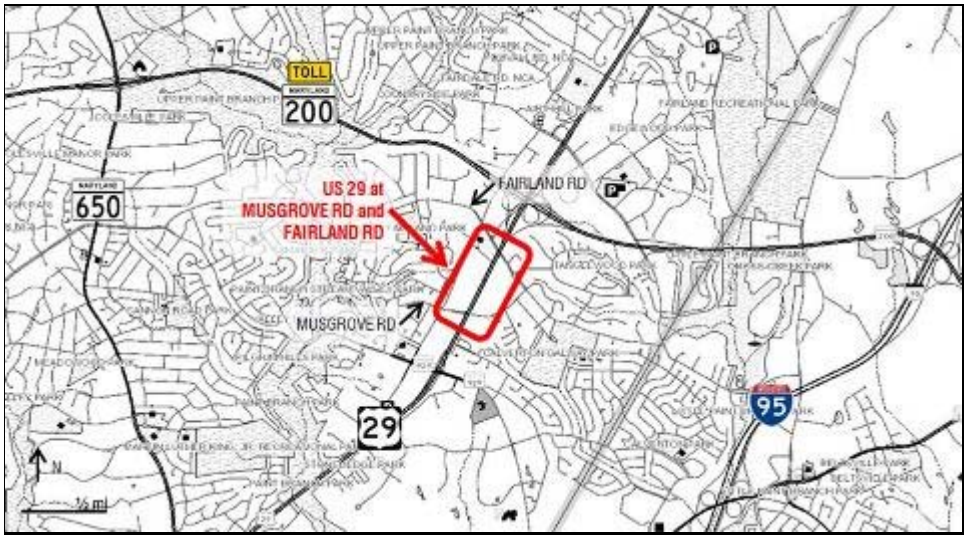
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 112,400 - 260,950 (IS 270)
102,325 - 258,950 (IS-495)

PROJECTED (2030) - 117,800 - 272,000 (I-270)
112,150 - 288,050 (I-495)



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove and Fairland roads.

JUSTIFICATION: Development along the US 29 corridor has resulted in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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:
MD 200, InterCounty Connector (Line 2)
US 29, Interchanges (Line 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,000	1,331	500	1,825	1,825	2,519	0	0	6,669	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	2,410	500	1,825	1,825	2,519	0	0	6,669	0
Federal-Aid	1,737	1,737	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

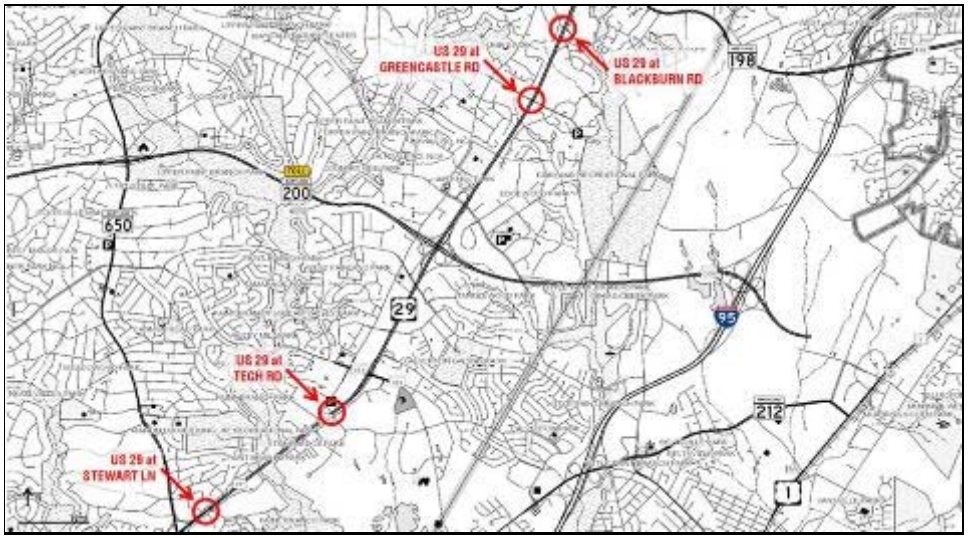
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 64,600

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 reduce traffic congestion while improving system operations.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 200, InterCounty Connector (Line 2)
US 29, Interchanges (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	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	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

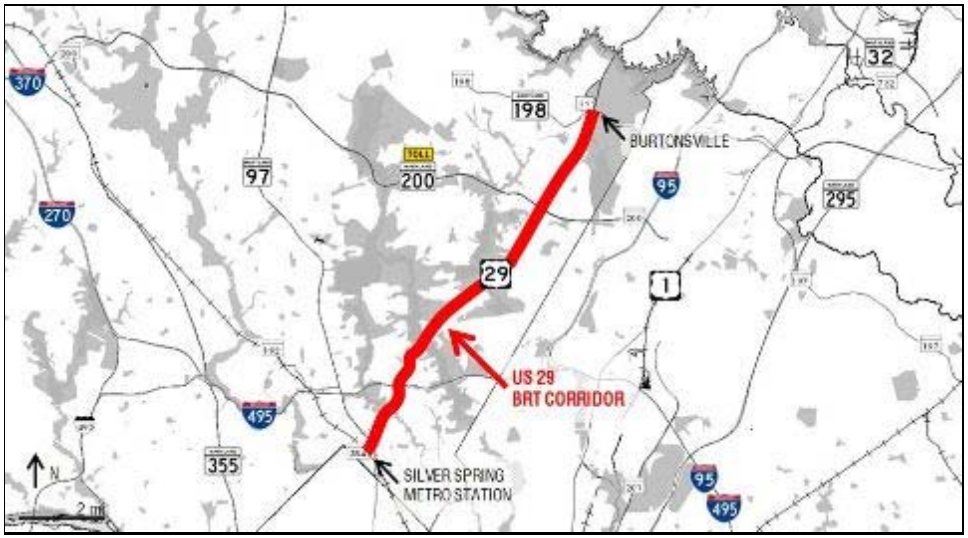
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,400 - 69,250

PROJECTED (2030) - 66,925 - 81,500



PROJECT: US 29, Colesville Road

DESCRIPTION: Bus rapid transit (BRT) study from Silver Spring Metro Station to Burtonsville. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 384 and US 29 from Silver Spring Metro Station to Burtonsville. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. This project supports plans for BRT implementation.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, at Musgrove/Fairland Road (Line 16)
US 29, Interchanges (Line 17)
MD28/MD 198, MD 97 to I-95 (Line 19)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	0	800	900	1,300	0	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	3,000	0	800	900	1,300	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

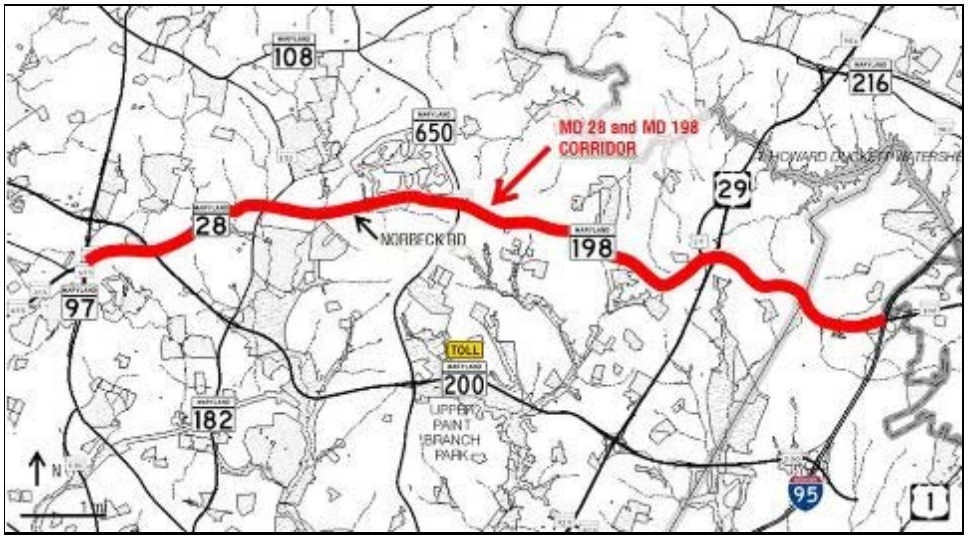
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 29,650 - 64,650

PROJECTED (2030) - 31,550 - 84,900



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study of safety, capacity, and operational improvements in the MD 28/MD 198 corridor 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 address safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also reduce traffic congestion and improve traffic operations.

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:
MD 97/MD 28, Interchange (Line 20)
MD 97, Bus Rapid Transit Study (Line 22)
I-95/Contee Road, Interchange (Prince George's County - Line 1)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,032	375	1,325	1,300	0	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	7,032	4,032	375	1,325	1,300	0	0	0	3,000	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

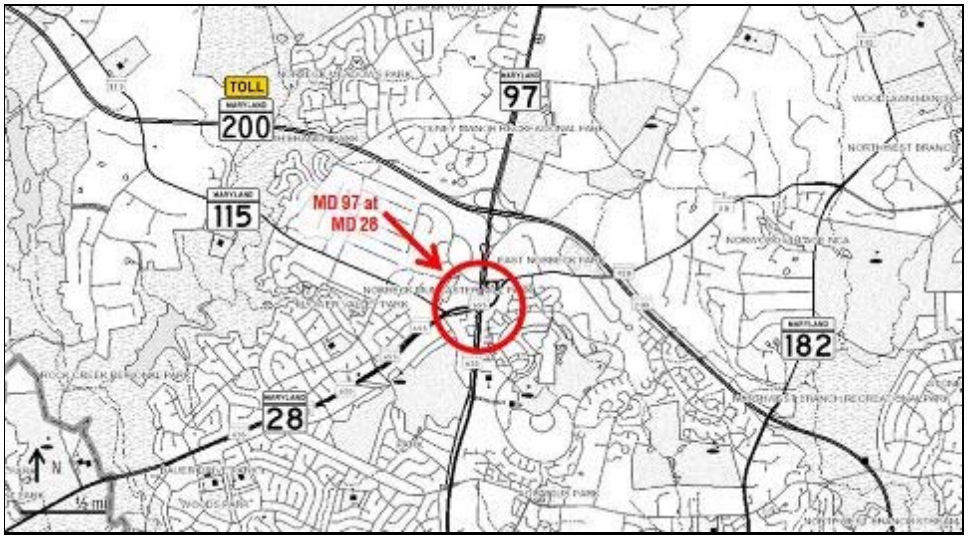
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,050 - 23,100 (MD 28)
15,500 - 43,000 (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. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will reduce congestion at the existing intersection.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 200, InterCounty Connector (Line 2)
MD 28/MD 198, MD 97 to I-95 (Line 19)
MD 97, Bus Rapid Transit Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	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	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,238	2,238	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 46,150

PROJECTED (2030) - 51,775

PROJECT: MD 97, Georgia Avenue

DESCRIPTION: The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97 between MD 192 and MD 390. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. County is contributing $3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $3.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	1,321	700	979	0	0	0	0	1,679	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	3,000	1,321	700	979	0	0	0	0	1,679	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

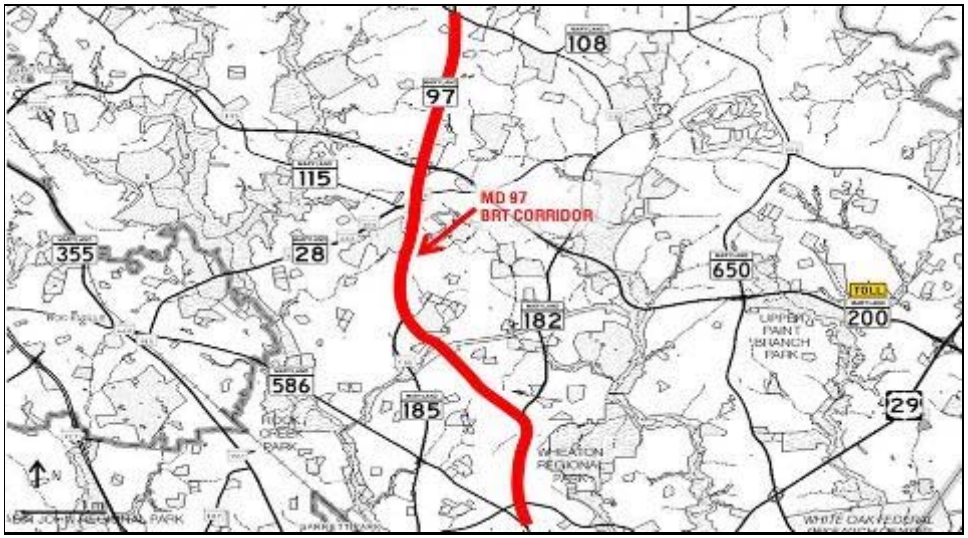
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 82,200

PROJECTED (2030) - 91,350



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Bus rapid transit (BRT) study from Wheaton Metro Station to Olney. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 97 from Wheaton Metro Station to Olney. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity and 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 28/MD 198, MD 97 to I-95 (Line 19)
MD 97/MD 28, Interchange (Line 20)

STATUS: Planning underway. County is contributing $5.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $5.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,000	1,008	300	1,500	2,192	0	0	0	3,992	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	1,008	300	1,500	2,192	0	0	0	3,992	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

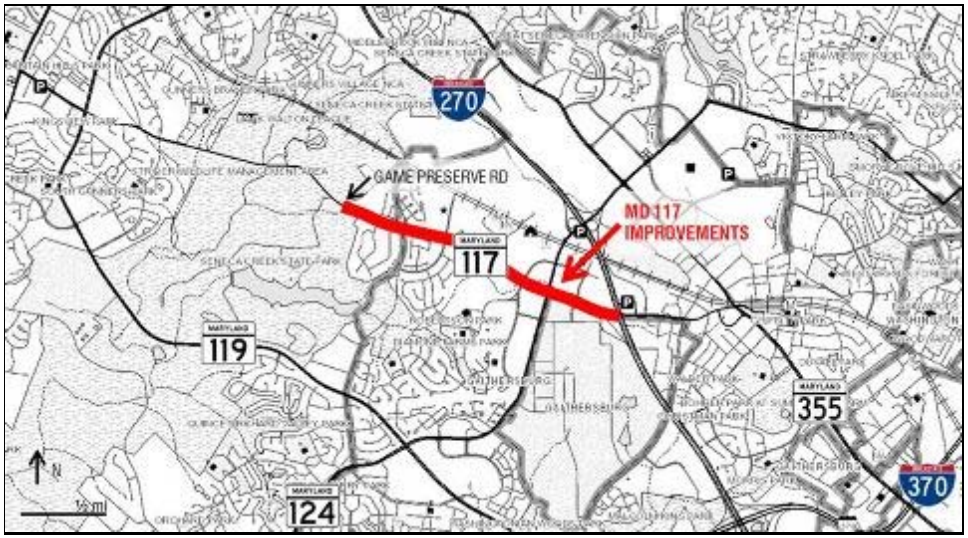
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 47,450

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 a shared-use path on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,903	1,903	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	2,933	2,933	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

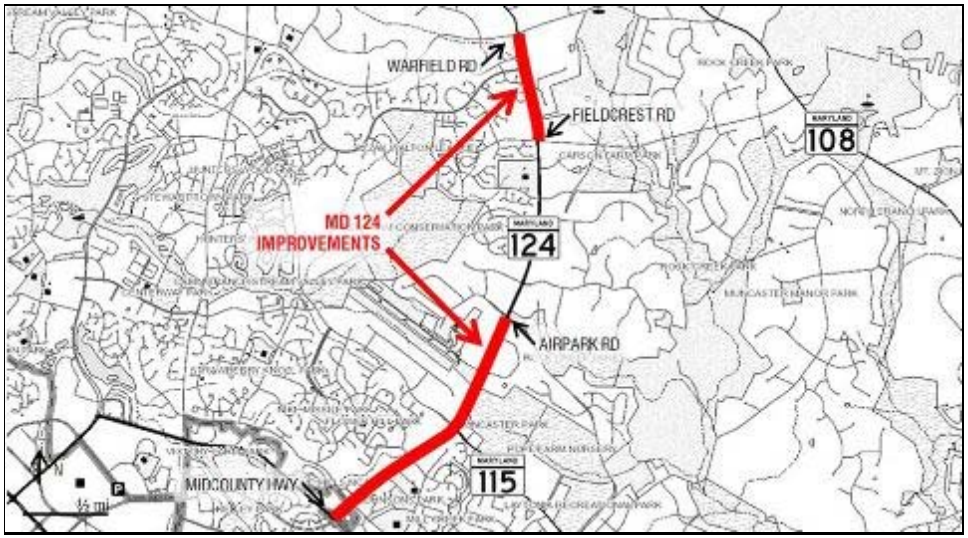
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 28,750 - 46,000

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 that experiences capacity and sight distance problems.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. The County is contributing $5.0 million to Engineering and Right-of-Way

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $5.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,683	790	50	50	989	869	935	0	2,893	0
Right-of-way	5,024	24	0	0	0	2,500	2,500	0	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,821	2,928	50	50	989	3,369	3,435	0	7,893	0
Federal-Aid	653	18	0	0	0	0	635	0	635	0

CLASSIFICATION:

STATE - Major Collector

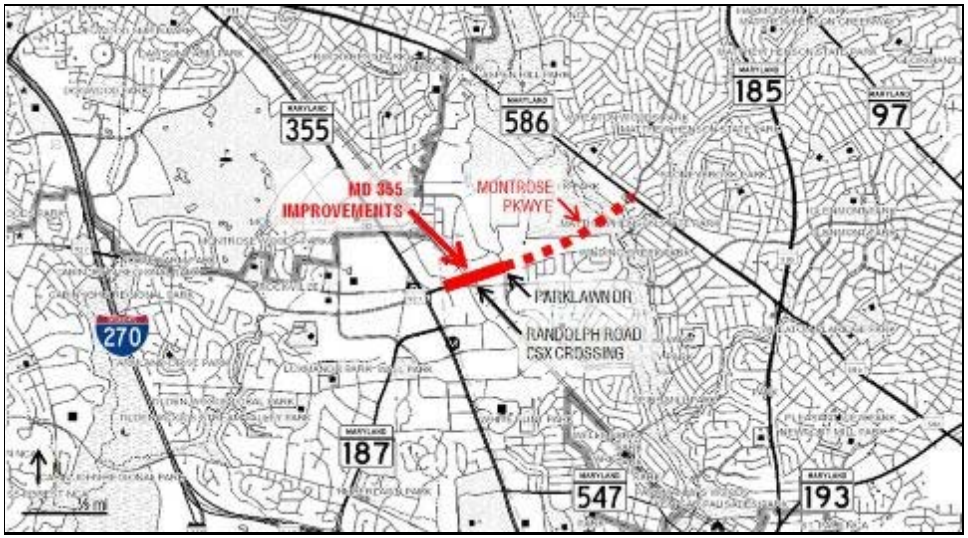
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,650

PROJECTED (2030) - 48,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSX railroad and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSX Railroad crossing.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. County is contributing $9.0 million to engineering.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $9.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,400	1,500	1,000	4,100	0	0	0	6,600	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	10,860	4,260	1,500	1,000	4,100	0	0	0	6,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

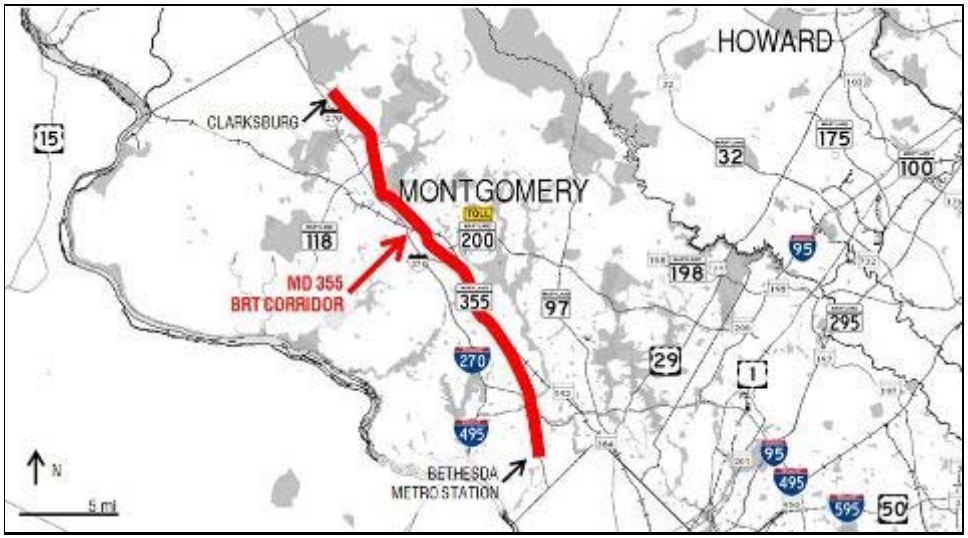
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 57,750 (MD 355)

PROJECTED (2030) - 92,550 (MD 355)



PROJECT: MD 355, Frederick Road

DESCRIPTION: Bus rapid transit (BRT) study from Bethesda Metro Station to Clarksburg. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 355 from Bethesda Metro Station to Clarksburg. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. This project supports plans for BRT implementation.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
MD 355, at Cedar Lane (Phases 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,500	0	1,200	2,800	2,500	0	0	0	6,500	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,500	0	1,200	2,800	2,500	0	0	0	6,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

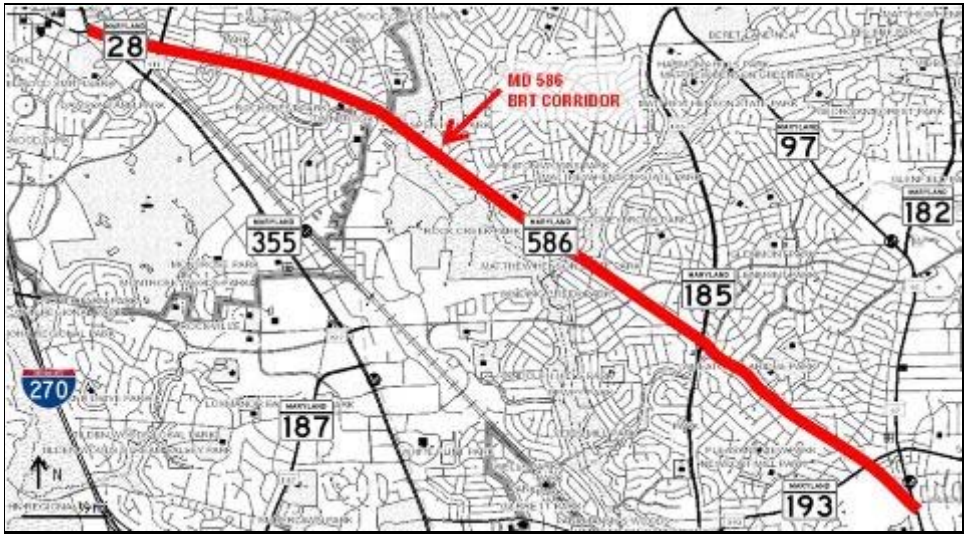
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 17,525 - 67,000

PROJECTED (2030) - 23,125 - 80,600



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's 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 and 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97, BRT Study (Line 22)
MD 355, BRT Study (Line 26)

STATUS: Planning underway. County is contributing $6.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $6.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	1,587	800	1,659	1,954	0	0	0	4,413	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	6,000	1,587	800	1,659	1,954	0	0	0	4,413	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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 22,850 - 46,000

PROJECTED (2030) - 28,375 - 54,550

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	4,925	Completed
		Safety/Spot Improvement		
2	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	1,528	Completed
		Intersection Capacity Improvements		
3	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Completed
		Congressional Earmarks		
4		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark $1.120 million; CO) (Complete)	0	
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
5	MD 28	First Street; Monroe Street to MD 911; resurface (project on hold)	2,153	FY 2015
6	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,213	Under construction
7	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,938	Under construction
8	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,251	Under construction
9	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	2,052	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	5,093	Under construction
11	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	904	Under construction
12	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	2,709	Under construction
13	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	2,280	FY 2015
14	MD 185	I-495 Southbound Ramp to Dupont Avenue; resurface	3,809	Under construction
15	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,678	Under construction
16	MD 190	River Road; I 495 to MD 614; resurface	3,115	Under construction
17	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2015
18	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	1,258	FY 2015
19	MD 355	Frederick Road; Central Avenue to MD 117; resurface	2,288	FY 2015
20	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,770	Under construction
21	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,962	Under construction
22	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,117	Under construction
23	I 370	I 270 to west of MD 355; resurface	4,571	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	3,797	FY 2015
25	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	1,856	FY 2015
26	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,631	FY 2015
		Bridge Replacement/Rehabilitation		
27		7 existing bridges on I 495, US 29 and MD 117; clean and paint bridges	1,560	Under construction
28	MD 195	Carroll Avenue; Bridge 1503300 over Sligo Creek Parkway and Sligo Creek; bridge rehabilitation	4,000	FY 2015
29	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,459	Under construction
		Safety/Spot Improvement		
30	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	Under construction
31	MD 118	Germantown Road; at Observation Drive; geometric improvements	498	Completed
32	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	787	Under construction
33	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; geometric improvements	2,110	FY 2015
34	MD 124	Montgomery Village Avenue; at Russell Avenue; safety	5,125	FY 2016
35	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	1,392	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
36	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	FY 2015
37	MD 191	Bradley Lane; at Strathmore Avenue; safety	449	Under construction
38	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2015
39	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	797	Under construction
		Traffic Management		
40		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	851	FY 2015
41		Various locations in Montgomery County; signalization	3,760	Under construction
42	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	661	Under construction
43	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	680	Under construction
44	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization (Project on hold)		
		Sidewalks		
45	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Intersection Capacity Improvements		
46	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
		TMDL Compliance		
47		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2015
		Congressional Earmarks		
48		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
49		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
50		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	

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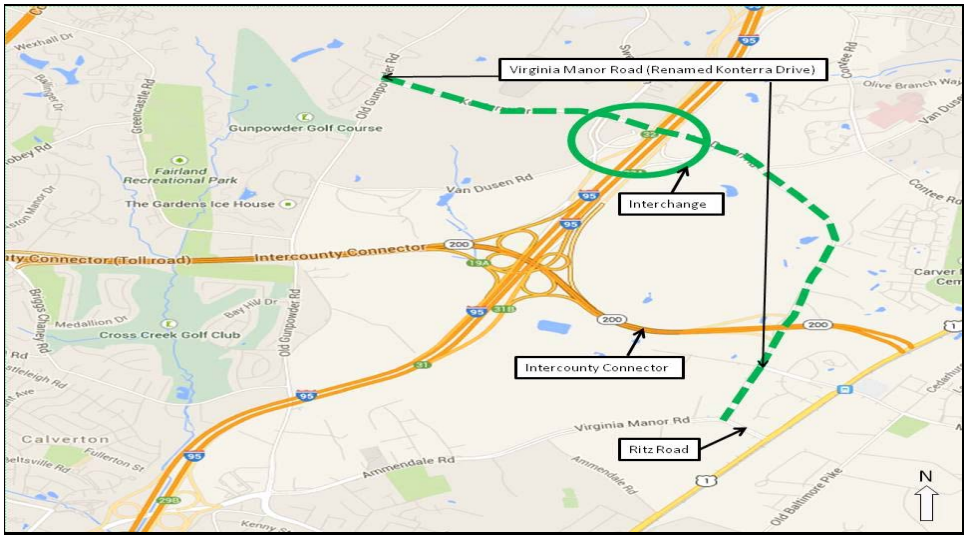
PRINCE GEORGE'S COUNTY MARYLAND

SEMPER EADEM

PRINCE GEORGE'S COUNTY



PROJECT: I-95/Virginia Manor Road (Konterra Drive) Interchange

DESCRIPTION: Constructed a new interchange with collector-distributor roads at I-95 and Virginia Manor Road (Konterra Drive) (2.0 miles). Bicycle and pedestrian access were provided on Virginia Manor Road (Konterra Drive).

PURPOSE & NEED SUMMARY STATEMENT: This interchange and collector-distributor road relieved congestion on the mainline of I-95, improved traffic flow at the I-95/MD 198 interchange and provided access for planned development east and west of I-95.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 200, InterCounty Connector (Line 10)
MD 28/MD 198, MD 97 to I-95 (Line 25)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 27)
Virginia Manor Road Relocated (TSO Program Line 4)

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new Interchange at I-95 and Virginia Manor Road (Konterra Drive) facilitates enhanced access and improved circulation to an area planned for growth and economic development.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $8.7 million is due to increased Right-of-Way costs and a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,012	2,012	0	0	0	0	0	0	0	0
Engineering	4,797	4,797	0	0	0	0	0	0	0	0
Right-of-way	19,832	18,887	302	643	0	0	0	0	945	0
Construction	37,786	33,774	4,012	0	0	0	0	0	4,012	0
Total	64,427	59,470	4,314	643	0	0	0	0	4,957	0
Federal-Aid	60,362	55,791	3,928	643	0	0	0	0	4,571	0

CLASSIFICATION:

STATE - Principal Arterial

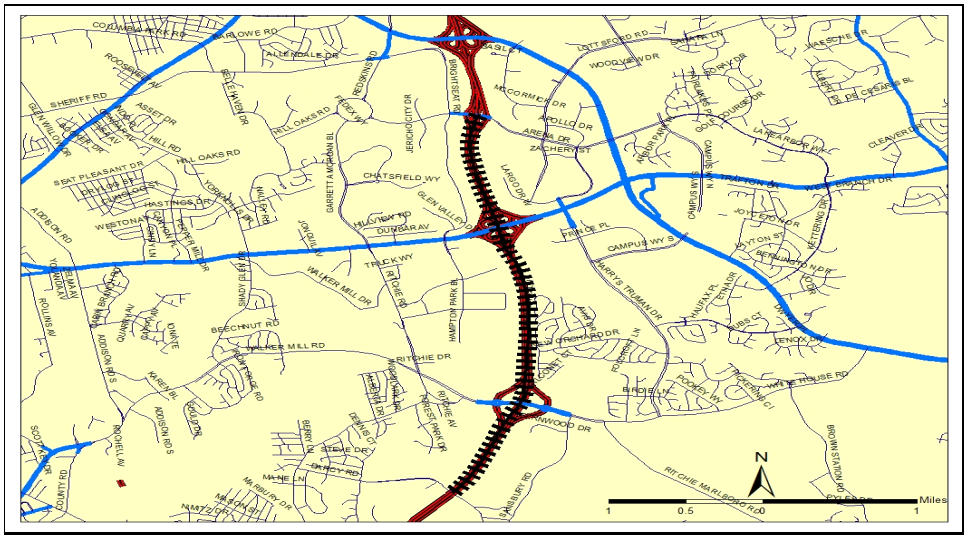
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 192,900

PROJECTED (2030) - 245,300



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurfaced I-95 from D'arcy Road to Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project enhanced the longevity of the roadway surface.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing extended the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $2.3 million is due to final cost under budget.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	442	442	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,787	8,803	984	0	0	0	0	0	984	0
Total	10,229	9,245	984	0	0	0	0	0	984	0
Federal-Aid	9,775	8,793	982	0	0	0	0	0	982	0

CLASSIFICATION:

STATE - Urban Interstate

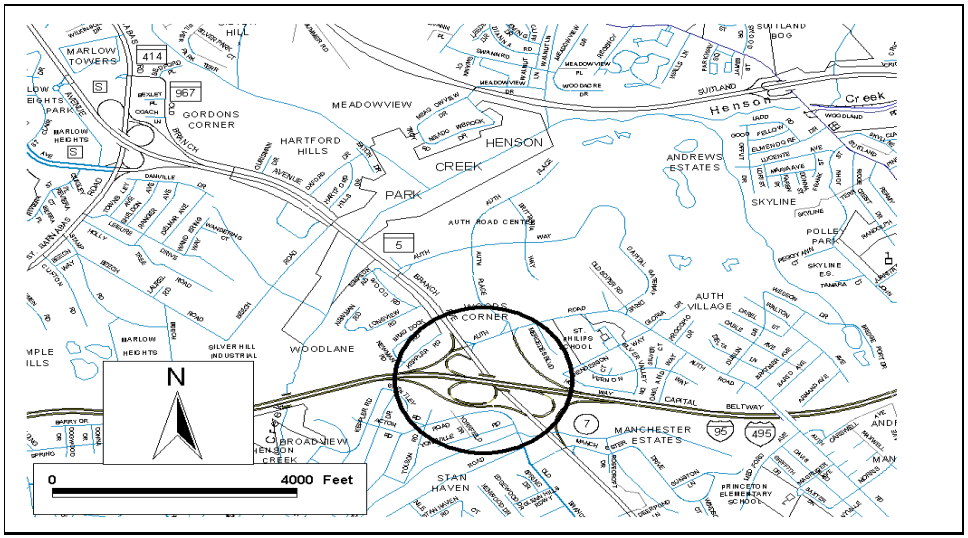
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 201,650 - 227,950

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 enhance access to the Metro station and address congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $13.8 million is due to a favorable bid price and reduced Right-of-Way and Utility costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	4,669	4,669	0	0	0	0	0	0	0	0
Right-of-way	4,726	1,134	439	1,052	1,019	906	176	0	3,592	0
Construction	37,086	4,730	9,634	10,656	12,066	0	0	0	32,356	0
Total	47,258	11,310	10,073	11,708	13,085	906	176	0	35,948	0
Federal-Aid	37,323	8,465	7,876	9,430	10,494	889	169	0	28,858	0

CLASSIFICATION:

STATE - Principal Arterial

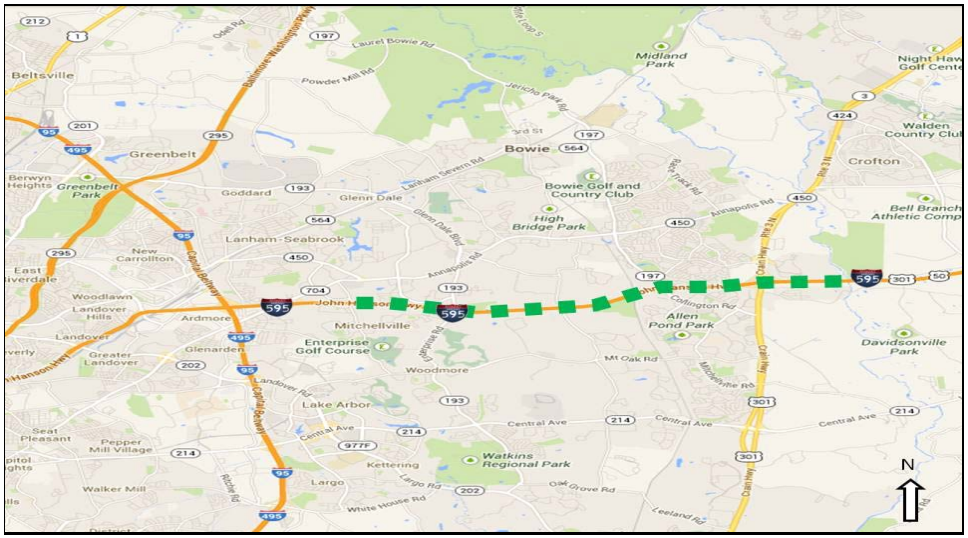
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 134,650 (MD 5)
187,400 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on I-595 from west of Lottsford Vista Road to Anne Arundel County Line.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

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:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enchancing the quality of travel along the corridor.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $2.0 million is due to a revised scope of work.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	156	150	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,401	0	3,787	6,196	1,418	0	0	0	11,401	0
Total	11,557	150	3,793	6,196	1,418	0	0	0	11,407	0
Federal-Aid	8,996	98	2,959	4,833	1,106	0	0	0	8,898	0

CLASSIFICATION:

STATE - Urban/Rural Interstate

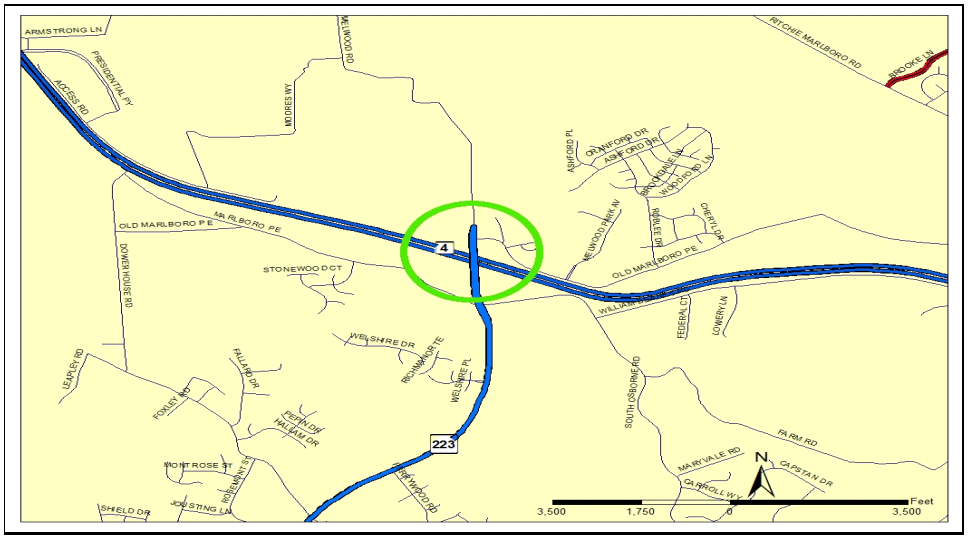
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 107,400 - 126,350

PROJECTED (2030) - 127,500 - 150,000



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95 (Line 17)
MD 223, Stead Road to MD 5 (Line 29)

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: The cost increase of $1.9 million is due to additional pavement needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,120	1,120	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,176	17,059	6,117	0	0	0	0	0	6,117	0
Total	24,296	18,179	6,117	0	0	0	0	0	6,117	0
Federal-Aid	23,854	17,767	6,087	0	0	0	0	0	6,087	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

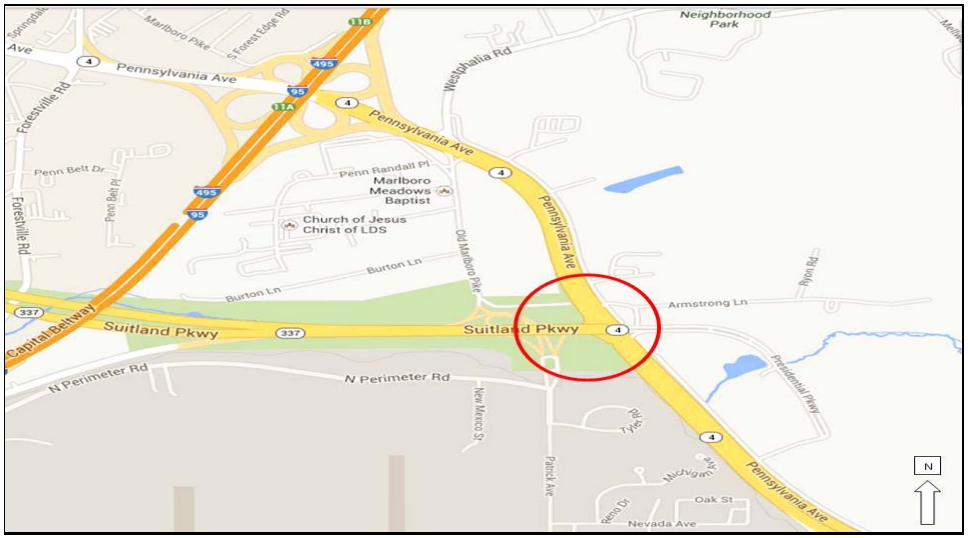
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 4, MD 223 to I-95/I-495 (Line 17)

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

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 reduce congestion at the existing at-grade intersection.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $1.3 million is due to reduced inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,599	8,760	750	89	0	0	0	0	839	0
Right-of-way	48,671	3,912	4,583	7,640	4,365	3,525	3,606	21,040	44,759	0
Construction	100,890	0	494	9,243	20,022	25,851	25,851	19,429	100,890	0
Total	159,160	12,672	5,827	16,972	24,387	29,376	29,457	40,469	146,488	0
Federal-Aid	34,356	9,697	4,116	4,743	800	0	0	15,000	24,659	0

CLASSIFICATION:

STATE - Intermediate Arterial

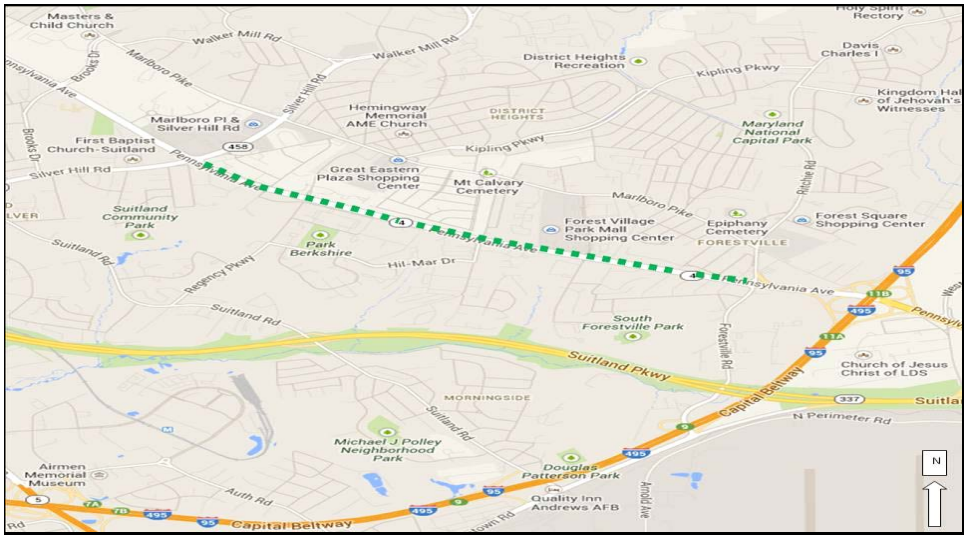
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 72,725

PROJECTED (2030) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot hiker/biker trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 6)
MD 4, MD 223 to I-95/I-495 (Line 17)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The raised curb, sidewalk, and hiker/biker trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $5.5 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,785	1,692	93	0	0	0	0	0	93	0
Right-of-way	531	0	288	243	0	0	0	0	531	0
Construction	24,321	0	2,878	13,498	7,945	0	0	0	24,321	0
Total	26,637	1,692	3,259	13,741	7,945	0	0	0	24,945	0
Federal-Aid	1,603	1,524	79	0	0	0	0	0	79	0

CLASSIFICATION:

STATE - Urban Principal Arterial

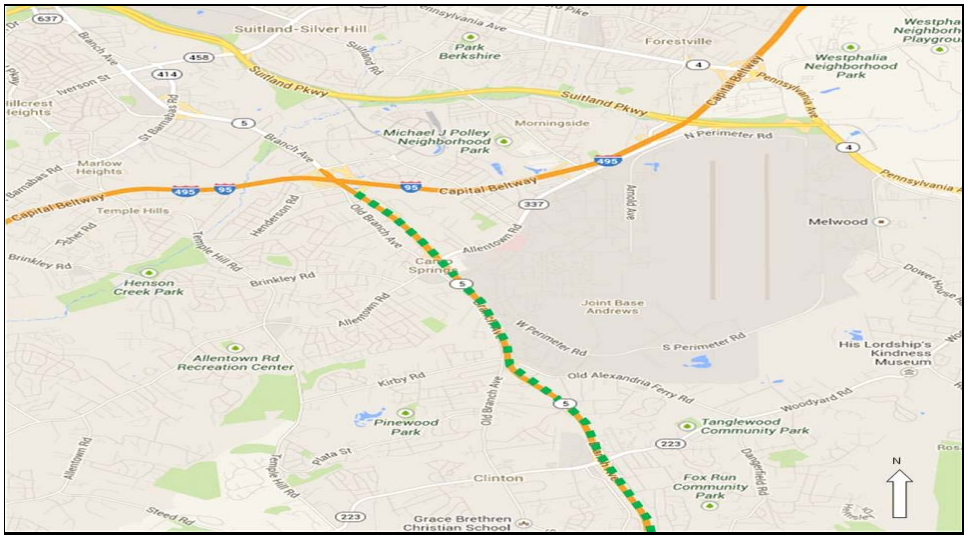
FEDERAL - Urban Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,950

PROJECTED (2030) - 57,950



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 to I-95 (Line 18)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: The cost decrease of $1.9 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,917	7	4,040	4,870	0	0	0	0	8,910	0
Total	9,121	211	4,040	4,870	0	0	0	0	8,910	0
Federal-Aid	7,516	175	3,328	4,013	0	0	0	0	7,341	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 145,175

PROJECTED (2030) - 159,300

PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian access will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
US 301, South Corridor Transportation Study (Line 22)
US 301, Waldorf Area Project (Line 24)

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

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved from Development and Evaulation Program to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,683	4,719	600	628	1,736	0	0	0	2,964	0
Right-of-way	15,209	1,574	4,158	4,000	3,877	1,600	0	0	13,635	0
Construction	58,232	0	0	6,669	21,291	26,716	3,556	0	58,232	0
Total	81,124	6,293	4,758	11,297	26,904	28,316	3,556	0	74,831	0
Federal-Aid	60,983	4,078	2,249	8,812	20,985	22,086	2,773	0	56,905	0

CLASSIFICATION:

STATE - Principal Arterial

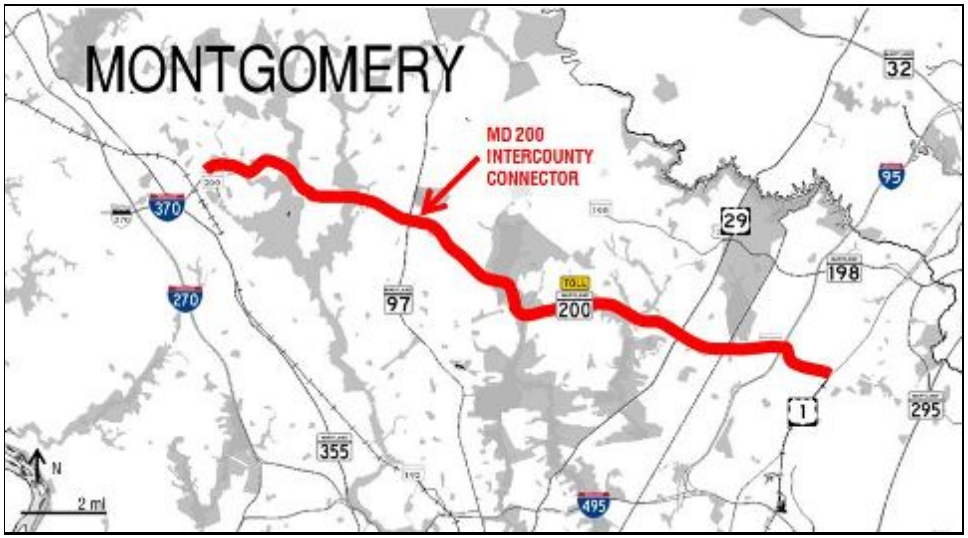
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 65,000

PROJECTED (2030) - 97,700



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west multimodal highway in Montgomery and Prince George's Counties between I-270, I-95, and US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was 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 affected by past development in the project area.

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:
MD 28/MD 198, MD 97 to I-95 (Line 25)
MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 27)
Virginia Manor Road Relocated (TSO program Line 4)

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

☒ Safety & Security
☒ System Preservation
☒ Quality of Service
☒ Environmental Stewardship
☐ Community Vitality
☒ Economic Prosperity

EXPLANATION: MD 200, InterCounty Connector provided an east-west connection to facilitate movement of freight and people. It provided an improved route for emergency vehicles and improved security during a state of emergency. The new access supported master development in Montgomery and Prince George's counties. The project included numerous planned environmental features such as wildlife crossings and stream restorations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 and 2005 and Federal High Priority/NC11P Project Funds.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	130	130	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	19,422	19,422	0	0	0	0	0	0	0	0
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

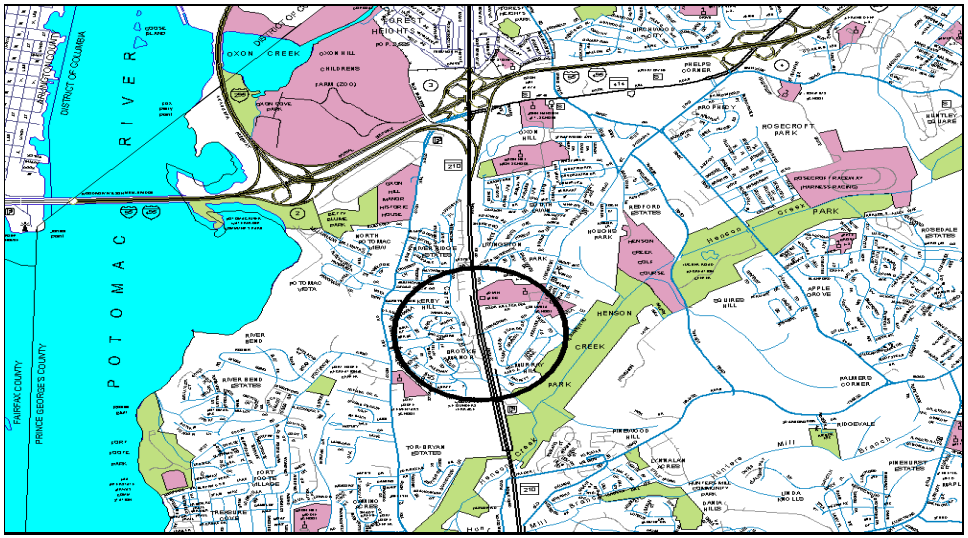
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 32,550

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 210, MD 228 to 95/I-495 (Line 20)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will improve safety and reduce 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 current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $17.8 million is due to additional noise walls and drainage improvements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,209	3,620	2,050	1,189	350	0	0	0	3,589	0
Right-of-way	14,211	141	6,000	5,300	1,228	740	740	62	14,070	0
Construction	88,573	0	4,407	14,785	22,120	24,996	22,265	0	88,573	0
Total	109,993	3,761	12,457	21,274	23,698	25,736	23,005	62	106,232	0
Federal-Aid	77,898	3,224	5,525	13,146	18,273	19,293	18,389	48	74,674	0

CLASSIFICATION:

STATE - Intermediate Arterial

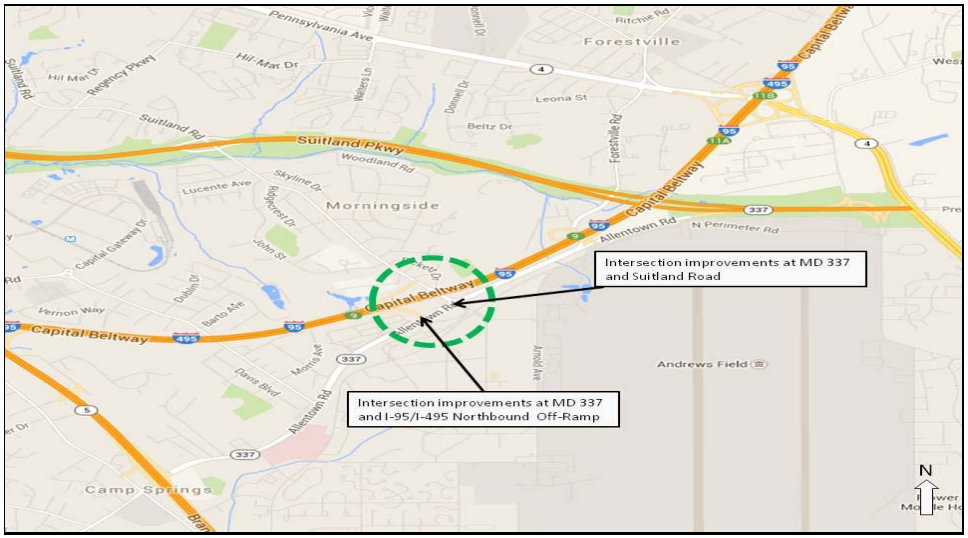
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 82,700

PROJECTED (2030) - 126,350



PROJECT: MD 337, Allentown Road

DESCRIPTION: Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity and operations at the intersection.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

STATUS: Right-of-Way is underway. Construction will begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program. This is a breakout project from the Statewide Line 9 (BRAC intersections near Andrews Air Force Base).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	826	36	150	326	114	200	0	0	790	0
Construction	6,459	0	1,046	4,018	1,395	0	0	0	6,459	0
Total	7,285	36	1,196	4,344	1,509	200	0	0	7,249	0
Federal-Aid	5,633	26	924	3,369	1,170	144	0	0	5,607	0

CLASSIFICATION:

STATE - Minor Arterial

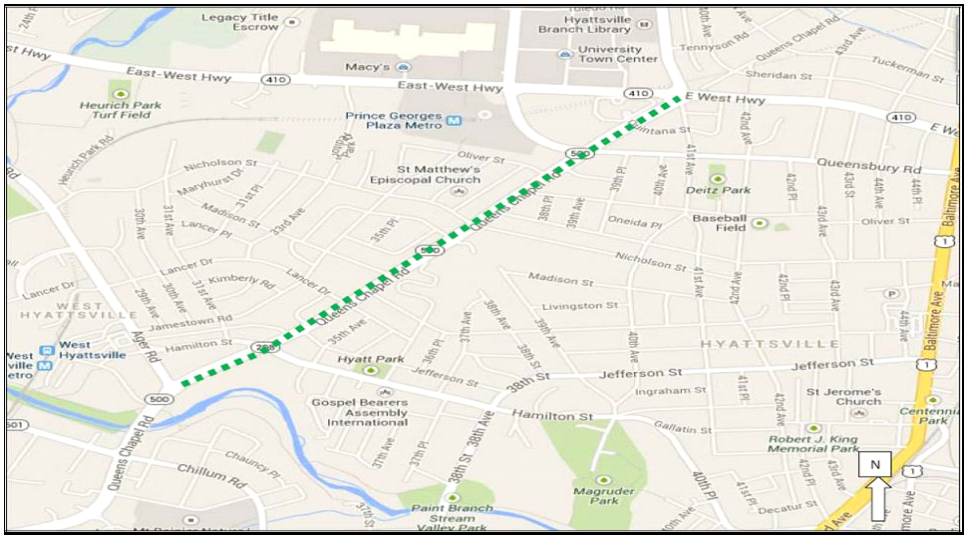
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 28,150

PROJECTED (2030) - 33,125



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/Adelphi 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $3.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,001	2,001	0	0	0	0	0	0	0	0
Right-of-way	483	169	254	60	0	0	0	0	314	0
Construction	8,167	1	2,652	3,131	2,383	0	0	0	8,166	0
Total	10,651	2,171	2,906	3,191	2,383	0	0	0	8,480	0
Federal-Aid	2,063	1,822	193	48	0	0	0	0	241	0

CLASSIFICATION:

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 23,550

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 is causing the Capital Beltway to experience severe congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 15)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	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	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

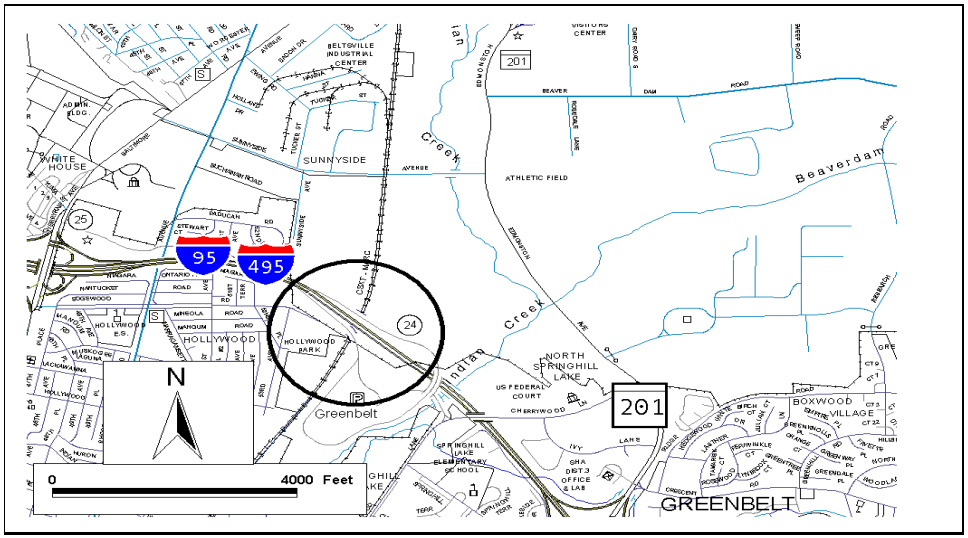
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 102,850 - 246,300

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	7,214	699	998	2,500	2,500	517	0	0	6,515	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	8,775	2,260	998	2,500	2,500	517	0	0	6,515	0
Federal-Aid	7,085	2,004	778	1,950	1,950	403	0	0	5,081	0

CLASSIFICATION:

STATE - Principal Arterial

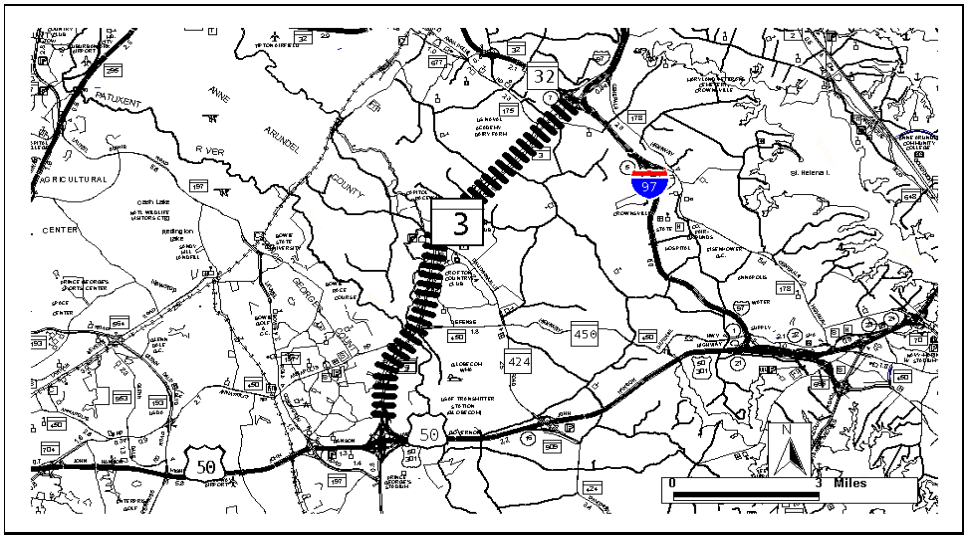
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 217,800

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 will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 22)
US 301, North of Mount Oak Road to US 50 (Line 23)
MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	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
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

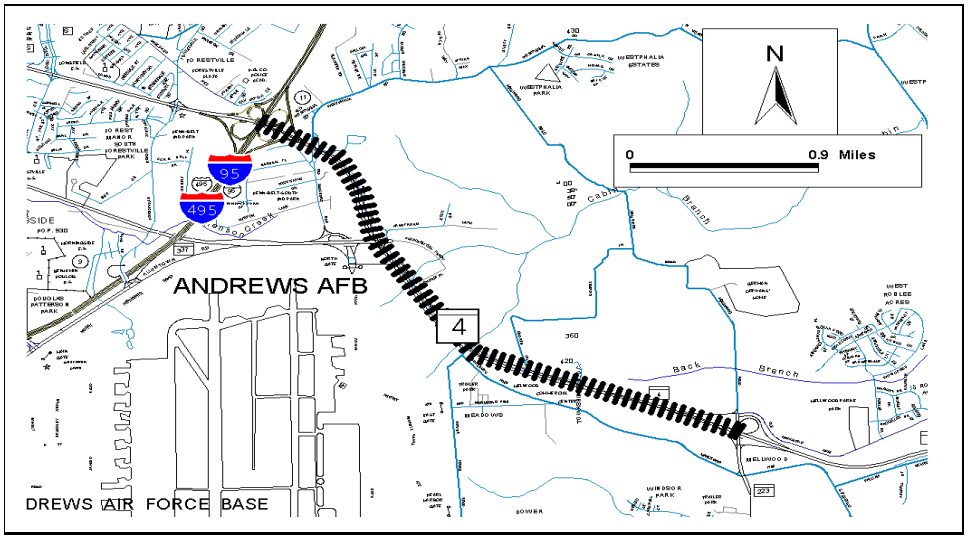
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 64,000 - 82,950

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 6)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

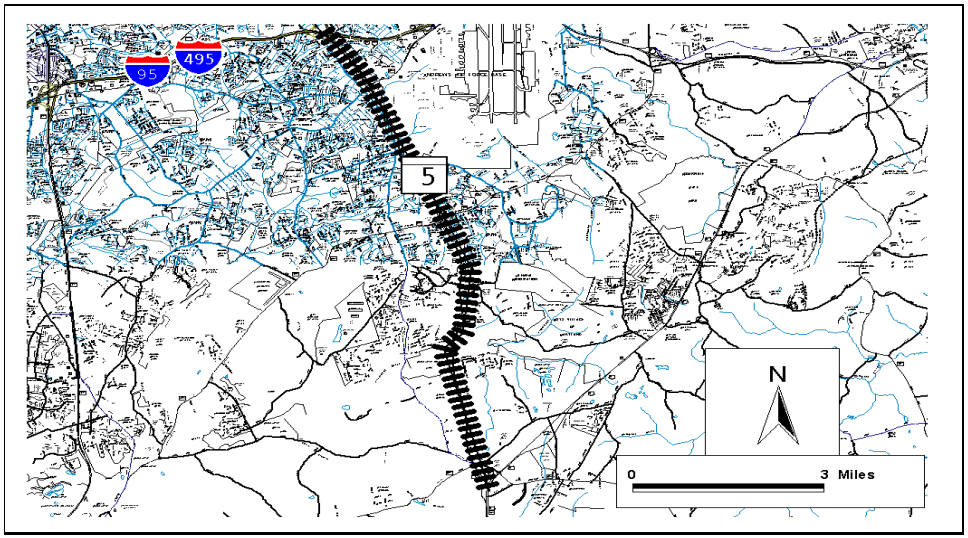
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 3)
MD 5, MD 223 to I-95 (Line 8)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 9)
US 301, South Corridor Transportation Study (Line 22)
US 301, Waldorf Area Project (Line 24)
MD 223, Steed Road to MD 5 (Line 29)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,091	3,729	150	212	0	0	0	0	362	0
Engineering	1,724	1,724	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	13,984	13,622	150	212	0	0	0	0	362	0
Federal-Aid	7,606	7,606	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

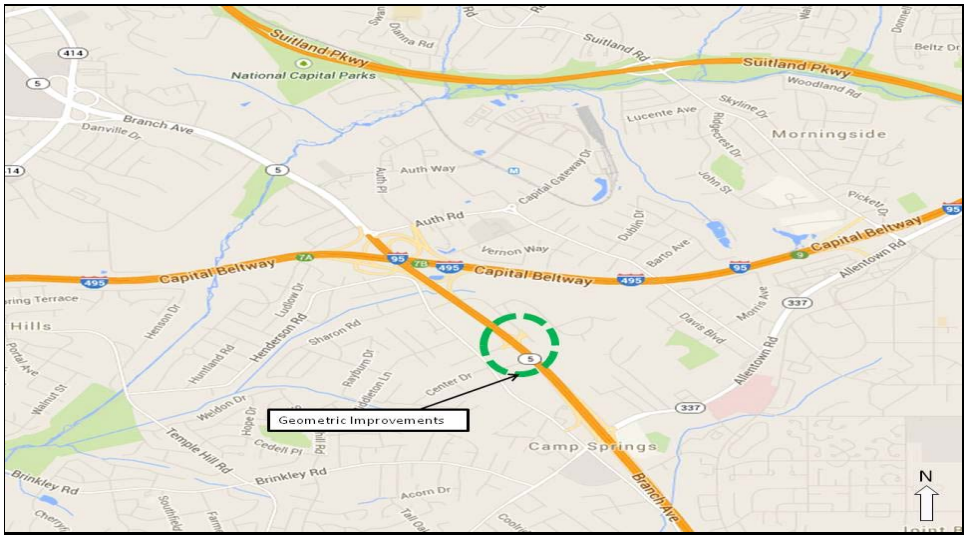
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 145,175

PROJECTED (2030) - 159,300



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	158	293	800	599	750	500	0	2,942	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	3,100	158	293	800	599	750	500	0	2,942	0
Federal-Aid	3,100	158	293	800	599	750	500	0	2,942	0

CLASSIFICATION:

STATE - Principal Arterial

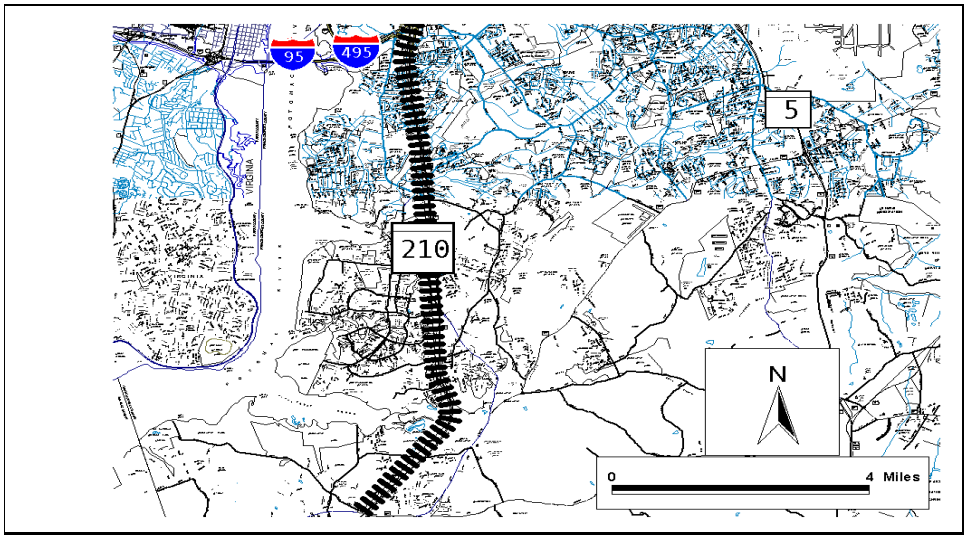
FEDERAL - Freeway-Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 134,650

PROJECTED (2030) - 141,000



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 11)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,058	3,058	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	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

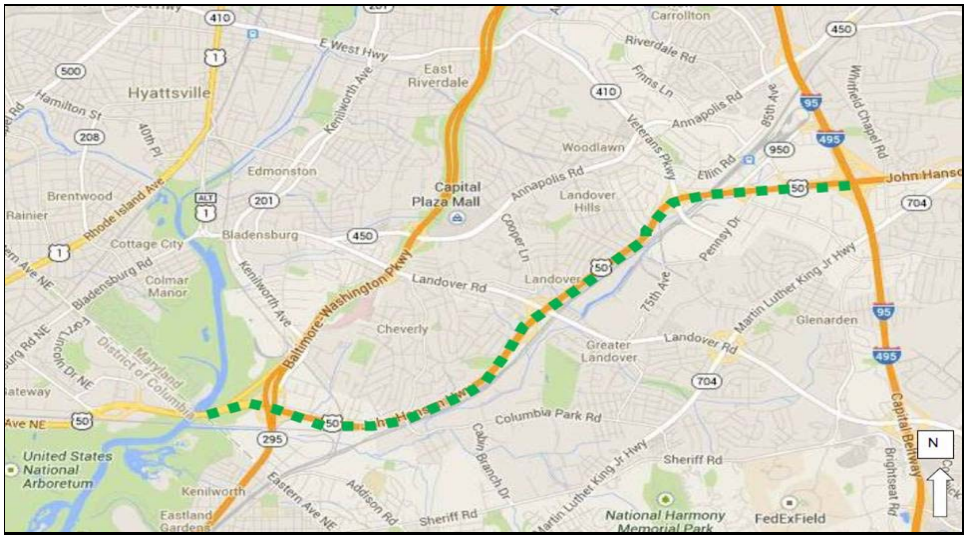
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 83,450

PROJECTED (2030) - 126,350



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to I-95/I-495 (Capital Beltway).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, John Hanson Highway, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 14)
I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 14)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	0	341	159	0	0	0	0	500	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	500	0	341	159	0	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

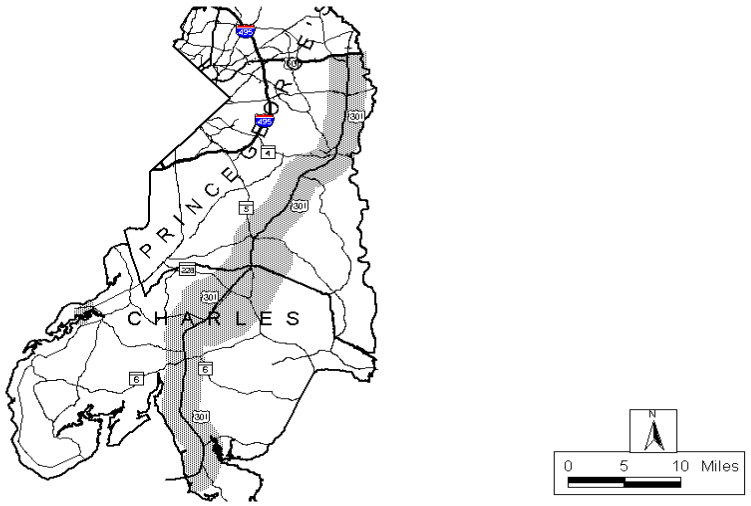
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 124,250

PROJECTED (2030) - 154,800



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 alternatives. 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: [X] 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:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
MD 3, US 50 to MD 32 (Line 16)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
US 301, North of Mount Oak Road to US 50 (Line 23)
US 301, Waldorf Area Project (Line 24)
Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Planning on hold. Protective Right-of-Way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	500	3,700	3,700	4,541	3,210	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	10	500	3,700	3,700	4,541	3,210	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

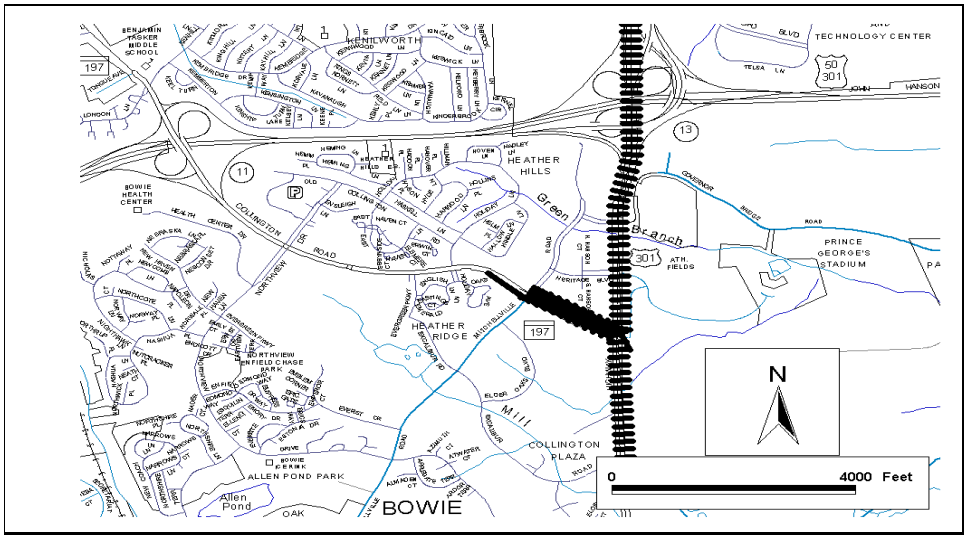
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 19,850 (Charles) - 87,800 (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 continuous growth along the US 301 corridor and to address existing safety problems.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 16)
US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

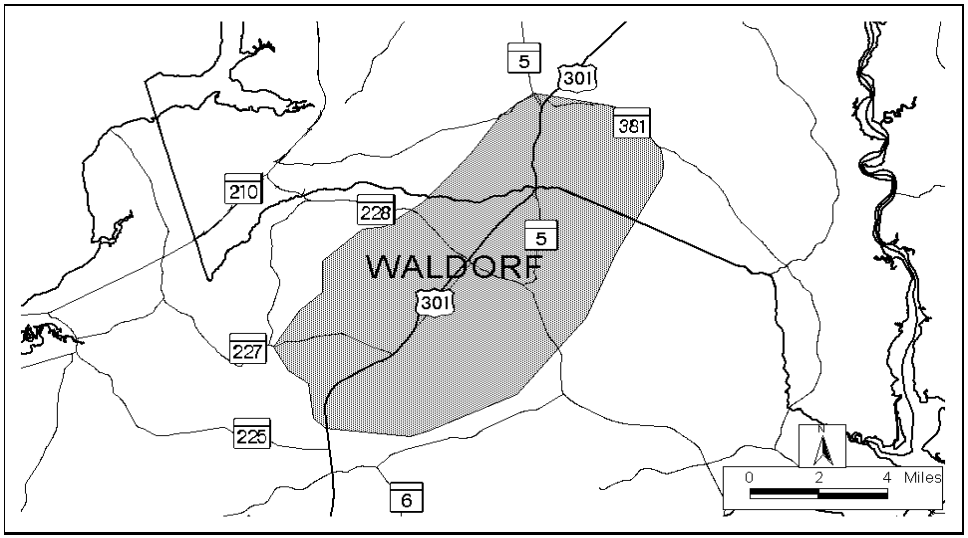
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 including grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a primary highway on the State's system 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
MD 3, US 50 to MD 32 (Line 16)
MD 5, US 301 to I-95/I-495 (Line 18)
US 301, North of Mount Oak Road to US 50 (Line 23)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	9,896	750	1,800	1,800	390	0	0	4,740	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	14,636	9,896	750	1,800	1,800	390	0	0	4,740	0
Federal-Aid	10,112	7,669	750	1,693	0	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

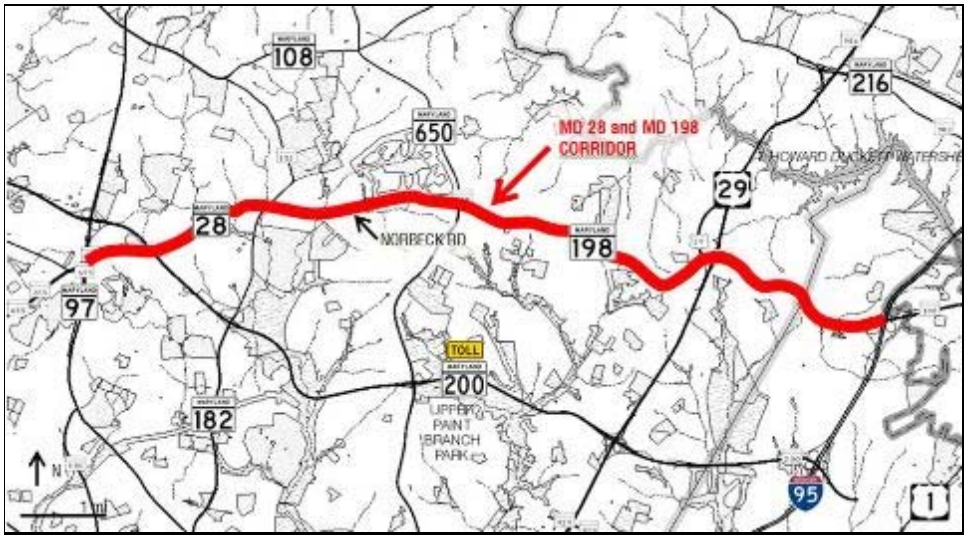
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 63,400 (Charles) - 87,800 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study of safety, capacity, and operational improvements in the MD 28/MD 198 corridor 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 address safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also reduce traffic congestion and improve traffic operations.

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:
I-95/Contee Road, Interchange (Line 1)
MD 200, InterCounty Connector (Line 10)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,032	375	1,325	1,300	0	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	7,032	4,032	375	1,325	1,300	0	0	0	3,000	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

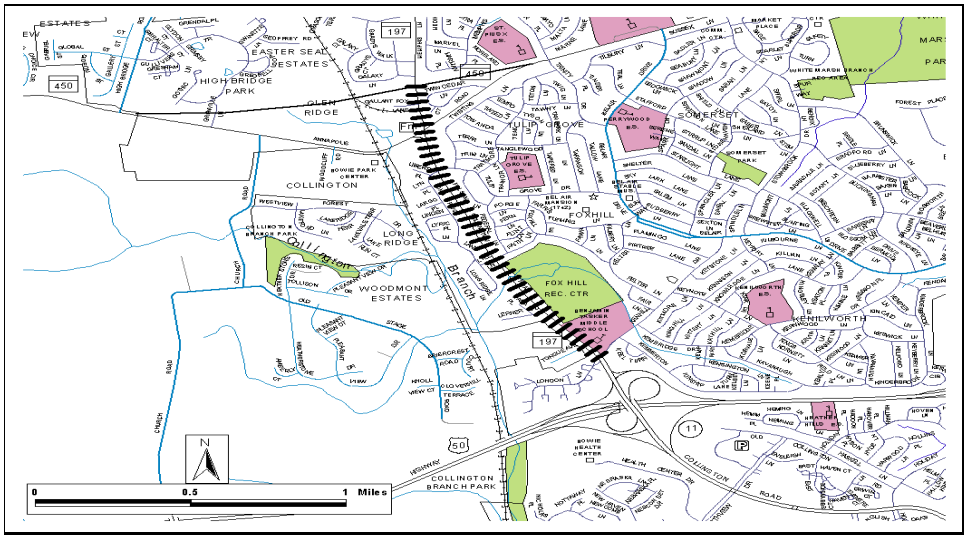
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,050 - 23,100 (MD 28)
15,500 - 43,000 (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County contributed $1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $1.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,580	1,580	0	0	0	0	0	0	0	0
Engineering	11,000	172	200	3,800	3,800	3,028	0	0	10,828	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,580	1,752	200	3,800	3,800	3,028	0	0	10,828	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

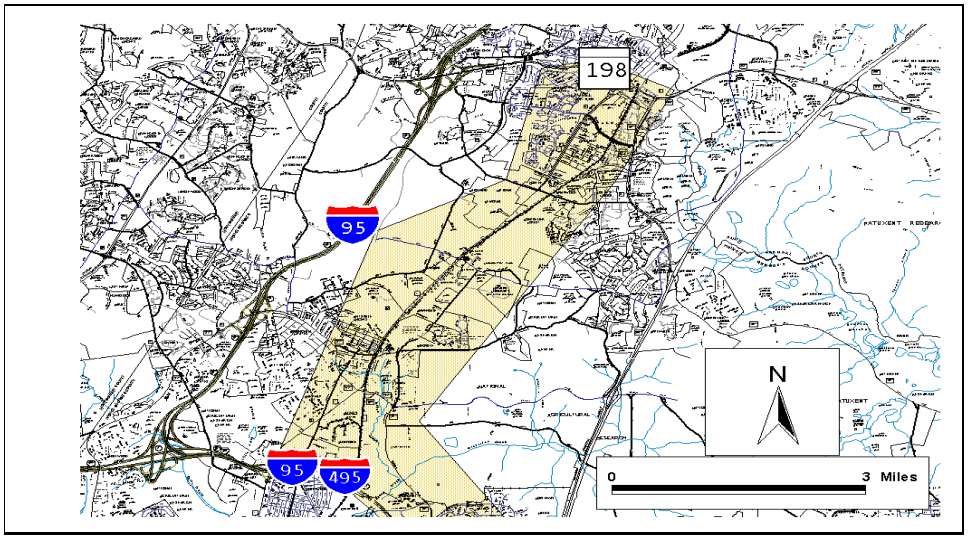
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 33,000

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 existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

SMART GROWTH STATUS: [X] 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:
I-95/Contee Road, Interchange (Line 1)
MD 200, InterCounty Connector (Line 10)
US 1, College Avenue to Sunnyside Avenue (Line 31)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

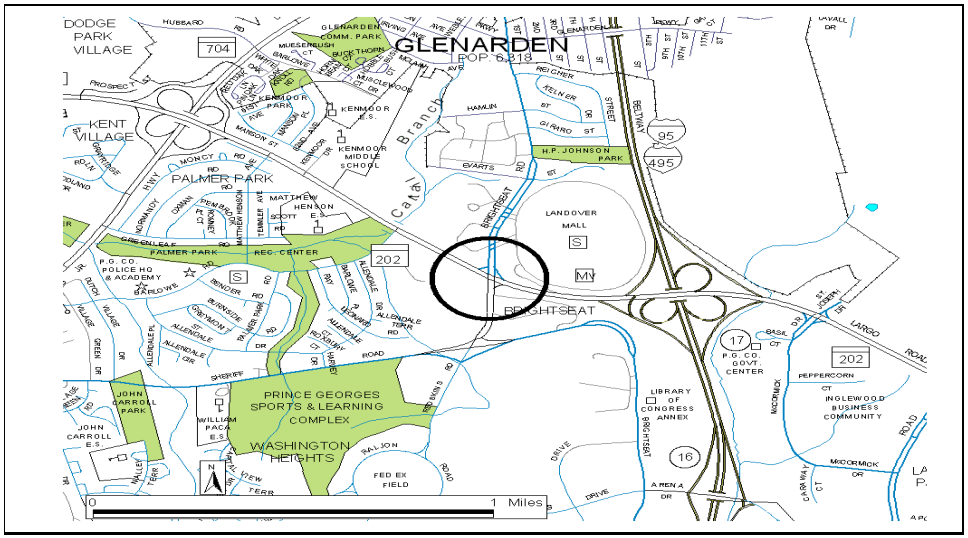
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 47,050

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

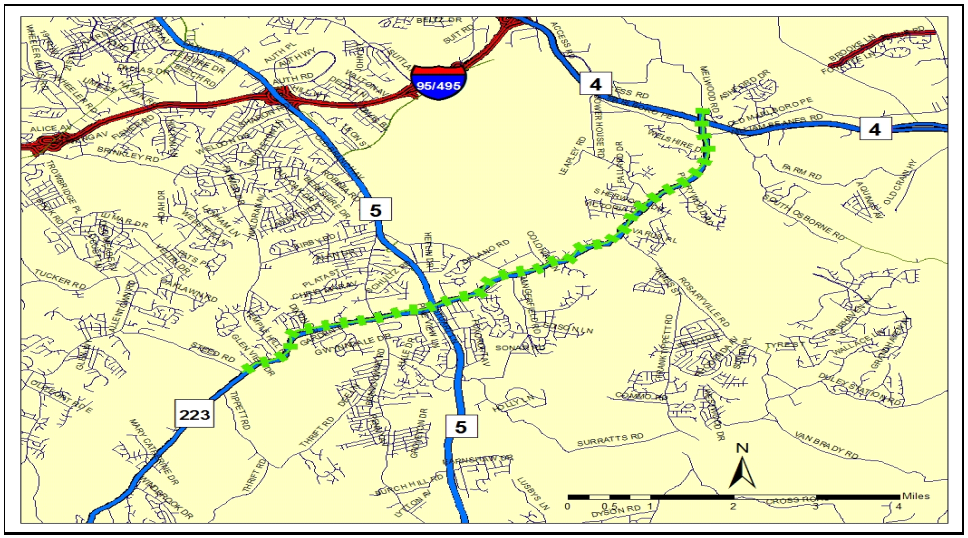
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 54,650

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at TB to I-95/495 (Line 18)

STATUS: Corridor Study underway for the segment from Steed Road to MD 4.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,671	1,025	110	536	0	0	0	0	646	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	1,025	110	536	0	0	0	0	646	0
Federal-Aid	979	333	110	536	0	0	0	0	646	0

CLASSIFICATION:

STATE - Other Principal Arterial

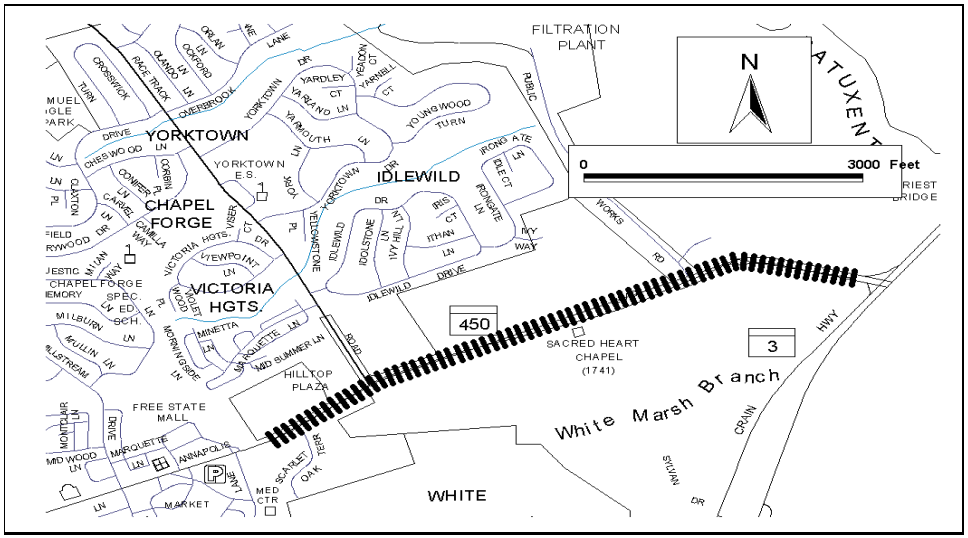
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,450

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	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	2,811	2,811	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

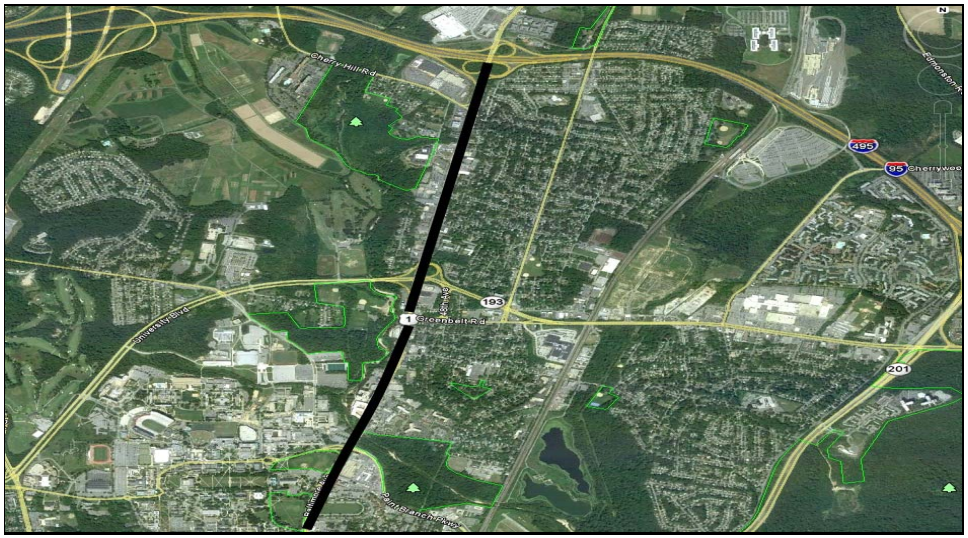
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 27,550

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $5.7 million is due to reduced property impacts. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,589	1,771	1,300	1,000	4,518	0	0	0	6,818	0
Right-of-way	14,130	1	300	5,000	4,000	4,829	0	0	14,129	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	24,057	3,110	1,600	6,000	8,518	4,829	0	0	20,947	0
Federal-Aid	8,259	1,741	1,000	1,000	4,518	0	0	0	6,518	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 48,875

PROJECTED (2030) - 71,800

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,007	Completed
2	I 595	At US 301 interchange ramps and cd lanes; resurface	1,683	Completed
		Safety/Spot Improvement		
3	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	869	Completed
		Commuter Action Improvements		
4	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	2,265	Completed
		Intersection Capacity Improvements		
5	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	1,166	Completed
6	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	7,192	Completed
		Enhancements		
		Archaeological Planning & Research		
7		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
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
10	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,770	Under construction
11	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	2,515	FY 2015
12	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	2,809	Completed
13	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
14	MD 193	University Boulevard; 23rd Avenue to US 1 Overpass; resurface	5,834	FY 2015
15	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,987	Under construction
16	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,495	Under construction
17	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,591	Completed
18	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,161	Under construction
19	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,932	Under construction
20	MD 202	Landover Road; Brightseat to MD 704; resurface	2,288	FY 2015
21	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,199	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
22	MD 223	Floral Park Road; Livingston Road to .09 miles east of Livingston Road; resurface	310	Completed
23	US 301	Crain Highway; 450 ft south of Excalibur Road to Harbour Way; resurface	2,574	FY 2016
24	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,628	FY 2015
25	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	3,310	FY 2015
26	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	FY 2015
27	MD 430	Greenbelt Road; US 1 to MD 193; resurface	1,058	FY 2015
28	MD 450	Annapolis Road; 65th Avenue to 85th Avenue; resurface	3,477	FY 2015
29	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,562	Under construction
30	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	2,746	FY 2016
31	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,716	FY 2015
32	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,631	FY 2015
33	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,688	FY 2015

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Bridge Replacement/Rehabilitation		
34		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean and paint bridges	2,429	FY 2015
35		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95; clean and paint bridges	1,657	Under construction
		Safety/Spot Improvement		
36		On MD 4 and MD 214; drainage improvement	1,144	FY 2015
37	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	807	Completed
38	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,547	FY 2015
39	MD 198	Sandy Spring Road; Riding Stable Road to I-95; resurface	6,518	FY 2015
40	MD 216 NB	At the Patuxent River; drainage improvement	342	Completed
41	MD 450	Annapolis Road; at Public Works Road; geometric improvements	400	Completed
42	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,704	Under construction
		Community Safety and Enhancements		
43	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)	9,890	FY 2015

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Community Safety and Enhancements (cont'd)		
44	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	9,557	FY 2015
45	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
46	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruct (Funded for preliminary engineering)	2,947	PE Underway
		Noise Barriers		
47	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	1,707	Under construction
48	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
49	I 595	John Hanson Highway; various locations; noise abatement	1,430	FY 2015
		Traffic Management		
50		At various locations in District 3 and 7; signalization	5,661	FY 2015
51	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,716	FY 2015
52	I 95	At I 495 interchange; lighting	2,059	FY 2015
53	I 95	Capital Beltway; at I 595 interchange; lighting	2,277	FY 2015

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management (cont'd)		
54	MD 193	Greenbelt Road; At Cipriano Road; geometric improvements	917	FY 2015
55	US 301	Crain Highway; at MD 214; lighting	1,155	FY 2015
		Environmental Preservation		
56		Anacostia Gateway Park; landscape	404	FY 2016
57	US 50	West of I-95 to the AA county line; landscape	1,290	FY 2015
58	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	FY 2015
		Truck Weight		
59		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	3,432	FY 2016
		TMDL Compliance		
60	MD 210	Indian Head Highway; between DC Line and Charles County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015

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QUEEN ANNE'S COUNTY

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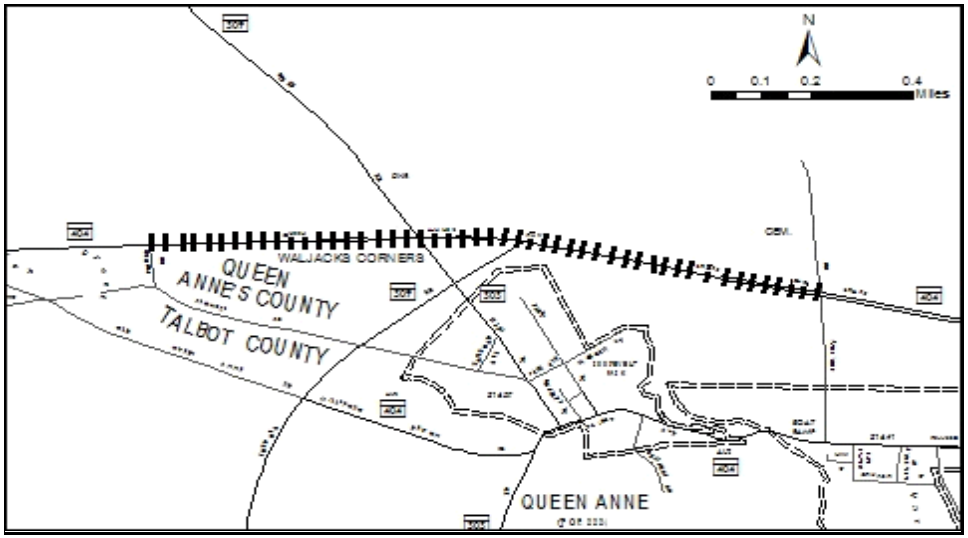
QUEEN ANNE'S COUNTY



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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $8.7 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,295	3,295	0	0	0	0	0	0	0	0
Right-of-way	5,791	2,725	1,064	1,640	362	0	0	0	3,066	0
Construction	20,987	1,037	5,437	6,486	8,027	0	0	0	19,950	0
Total	30,073	7,057	6,501	8,126	8,389	0	0	0	23,016	0
Federal-Aid	25,331	6,195	5,366	6,830	6,940	0	0	0	19,136	0

CLASSIFICATION:

STATE - Other Principal Arterial

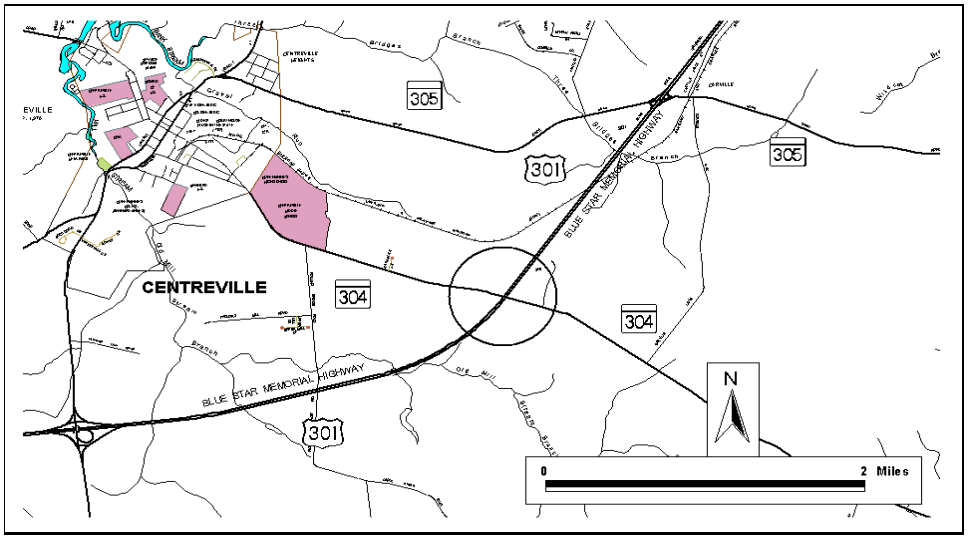
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 16,330

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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $18.3 million is due to a revised engineer's estimate and a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,098	1,098	0	0	0	0	0	0	0	0
Engineering	3,524	3,324	200	0	0	0	0	0	200	0
Right-of-way	3,275	1,670	926	437	242	0	0	0	1,605	0
Construction	34,955	0	5,128	13,053	16,774	0	0	0	34,955	0
Total	42,852	6,092	6,254	13,490	17,016	0	0	0	36,760	0
Federal-Aid	3,989	3,270	377	342	0	0	0	0	719	0

CLASSIFICATION:

STATE - Principal Arterial

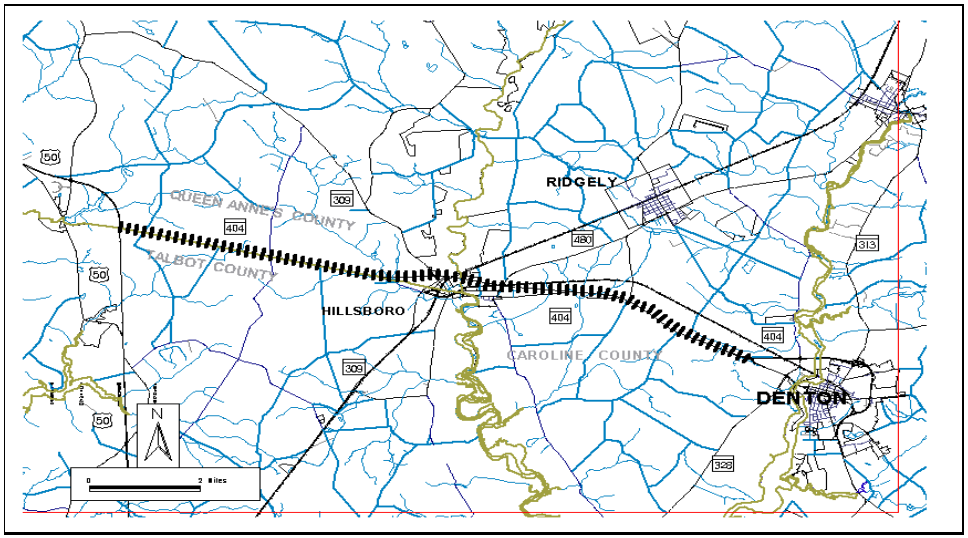
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 21,720 (US301)
5,220 (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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 4)

STATUS: Engineering underway for Phase 2A at Hillsboro Road, Phase 2B at Old Queen Anne Road and Access Management Controls for the entire corridor.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $10.1 million to Engineering for Phase 2A ($2.5 million), Phase 2B ($2.6 million) and Access Management Controls ($5.0 million). Added $10.0 million for Right-of-Way Preservation.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,891	1,500	3,500	3,100	2,000	0	0	10,100	0
Right-of-way	11,326	4	505	10	1,407	3,500	3,600	2,300	11,322	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	26,876	5,454	2,005	3,510	4,507	5,500	3,600	2,300	21,422	0
Federal-Aid	16,821	4,561	408	1,208	2,112	3,930	2,808	1,794	12,260	0

CLASSIFICATION:

STATE - Other Principal Arterial

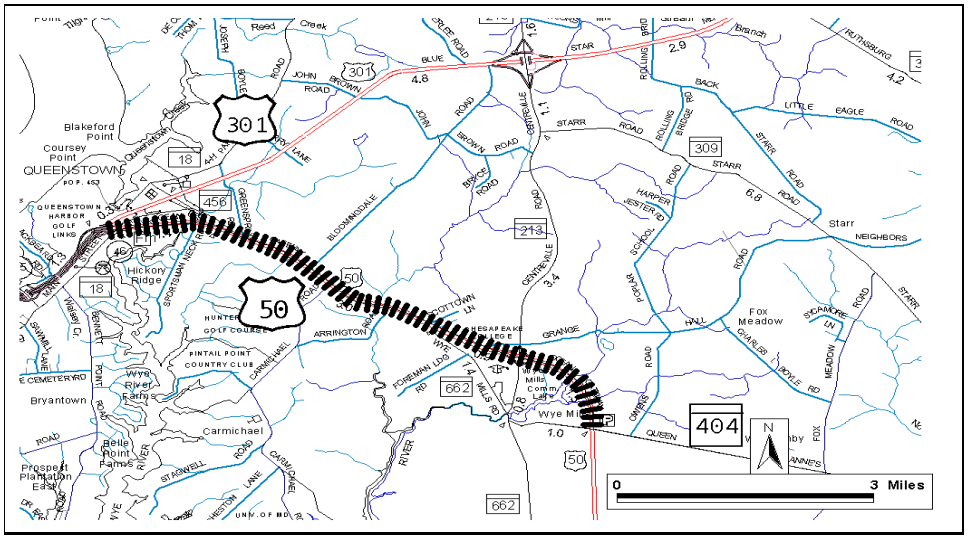
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 20,790
24,970 (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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 3)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $2.2 million for an advanced Right-of-Way purchase at MD 213.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,711	6,711	0	0	0	0	0	0	0	0
Right-of-way	12,014	9,787	2,227	0	0	0	0	0	2,227	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,282	18,055	2,227	0	0	0	0	0	2,227	0
Federal-Aid	7,563	7,563	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 51,270
72,420 (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 December 1, 2014
		Fiscal Year 2014 Completions		
		Safety/Spot Improvement		
1	US 50	Blue Star Memorial Highway; MdTA Maintenance to MD 404; guardrail	2,039	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
2		Various locations in Queen Anne's County; patch and resurface	3,574	Completed
3		At various locations in Queen Anne's County; resurface	5,442	Under construction
4	US 50	Ocean Gateway; US 301 to west of MD 404; resurface	5,771	FY 2015
5	US 301	Blue Star Memorial Highway; MD 302 to MD 290; resurface	3,530	FY 2015
6	MD 835	Main Street/Love Point Road; east of Cockey Lane to MD 18A; geometric improvements	735	Completed
		Bridge Replacement/Rehabilitation		
7	MD 18 B	Main Street; Bridge 0700600 over Kent Narrows; clean and paint bridges	2,515	FY 2015
8	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,113	Under construction
		Community Safety and Enhancements		
9	MD 303	Main Street; Park Avenue to MD 309; urban reconstruct (Funded for preliminary engineering)	823	PE Underway

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Traffic Management		
10		East of MD 8 to West of US 50/301 Split; lighting	2,999	Under construction

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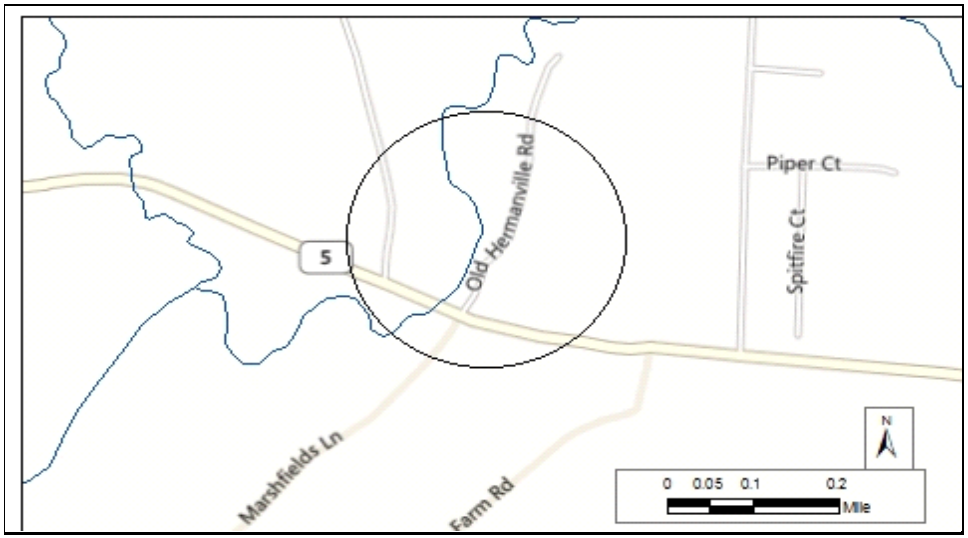
ST. MARY'S COUNTY MARYLAND

1637

SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace Bridge 18008 over Eastern Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: MD 5 is an important cross-county link in St. Mary's County. Replacement of this structure preserves and maintains the State's existing transportation infrastructure.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,562	1,151	372	39	0	0	0	0	411	0
Right-of-way	86	35	48	3	0	0	0	0	51	0
Construction	3,959	0	2,402	1,557	0	0	0	0	3,959	0
Total	5,607	1,186	2,822	1,599	0	0	0	0	4,421	0
Federal-Aid	3,862	877	1,882	1,103	0	0	0	0	2,985	0

CLASSIFICATION:

STATE - Major Collector

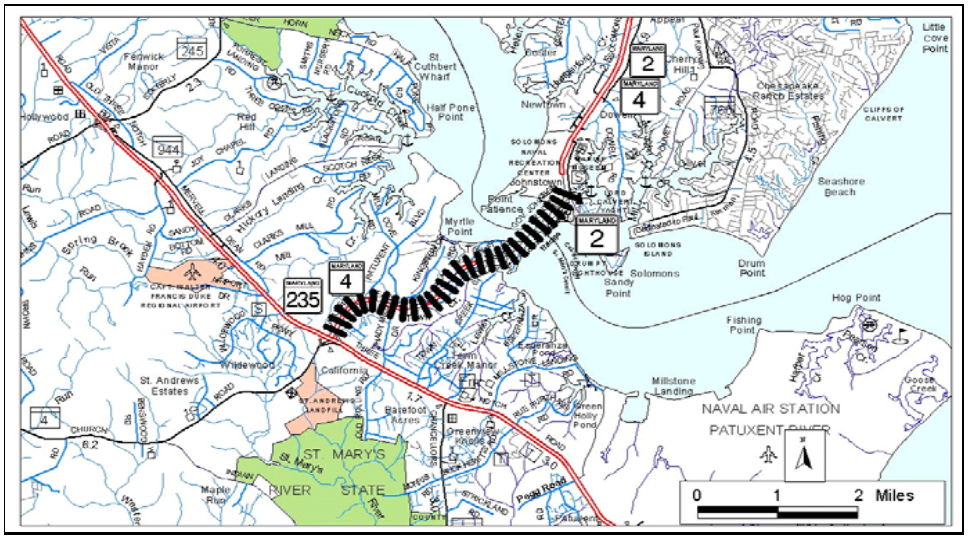
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 11,100

PROJECTED (2030) - 18,100



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 unless additional capacity is provided.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for the entire segment. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,228	250	557	0	0	0	0	807	0
Engineering	15,000	0	500	3,750	3,750	2,875	2,375	1,750	15,000	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	20,035	4,228	750	4,307	3,750	2,875	2,375	1,750	15,807	0
Federal-Aid	3,602	2,795	250	557	0	0	0	0	807	0

CLASSIFICATION:

STATE - Intermediate Arterial

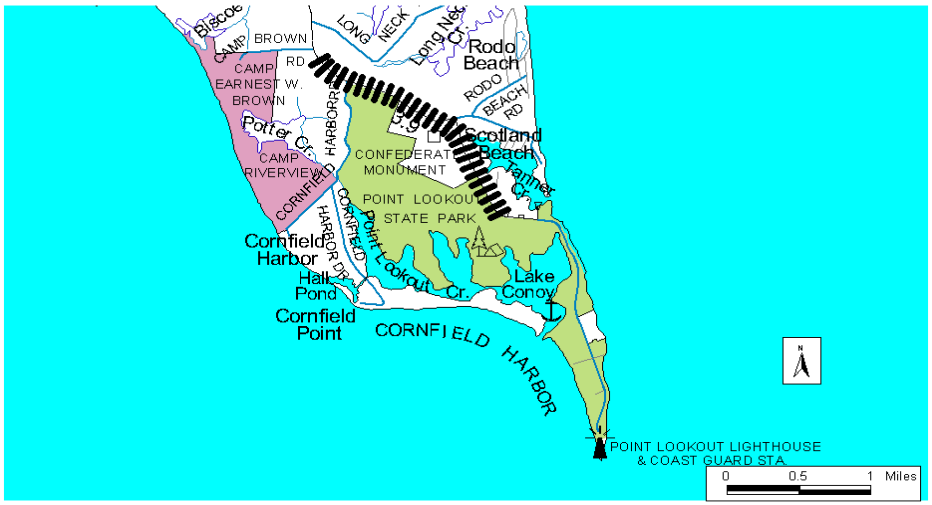
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 30,550

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $2.0 million to Engineering.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	455	455	0	0	0	0	0	0	0	0
Engineering	2,774	774	300	750	750	200	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	3,229	1,229	300	750	750	200	0	0	2,000	0
Federal-Aid	295	295	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

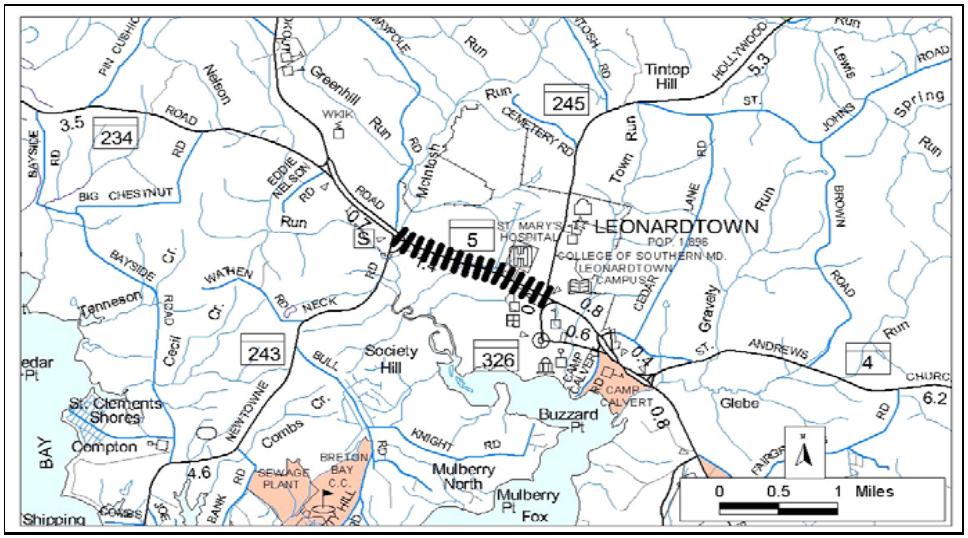
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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 without roadway improvements.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

STATUS: Planning underway. Engineering underway for the intersection at Abell Street/Moakley Street.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $3.0 million to Engineering.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	2,120	50	155	0	0	0	0	205	0
Engineering	3,000	0	300	750	1,000	950	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,325	2,120	350	905	1,000	950	0	0	3,205	0
Federal-Aid	205	0	50	155	0	0	0	0	205	0

CLASSIFICATION:

STATE - Minor Arterial

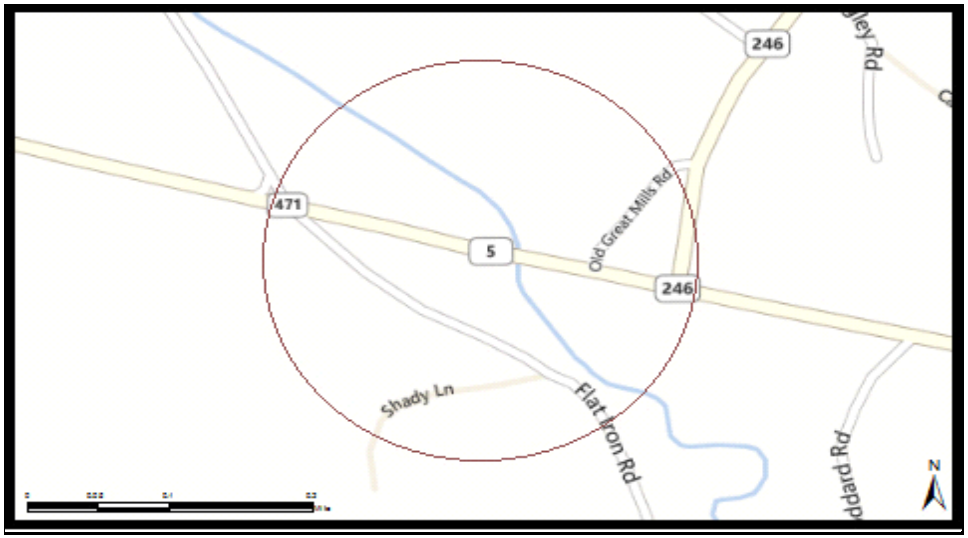
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	300	149	50	101	0	0	0	0	151	0
Engineering	4,700	0	250	1,000	1,000	1,000	1,450	0	4,700	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	149	300	1,101	1,000	1,000	1,450	0	4,851	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,500

PROJECTED (2030) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		Various locations in St. Mary's County; resurface	6,688	Completed
		Safety/Spot Improvement		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
3		At various locations in St. Mary's county; resurface	10,409	FY 2015
4		Various locations in St. Mary's County; resurface	7,340	Under construction
		Safety/Spot Improvement		
5	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,714	FY 2015
		Environmental Preservation		
6	MD 249	Piney Point Road; St. George Island bridge to 750 feet south; landscape	23	Completed
		Intersection Capacity Improvements		
7	MD 234	Budds Creek Road; at MD 242; roundabout	2,977	FY 2015

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
8		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,789	FY 2015
		Congressional Earmarks		
9		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	
10		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO)	0	

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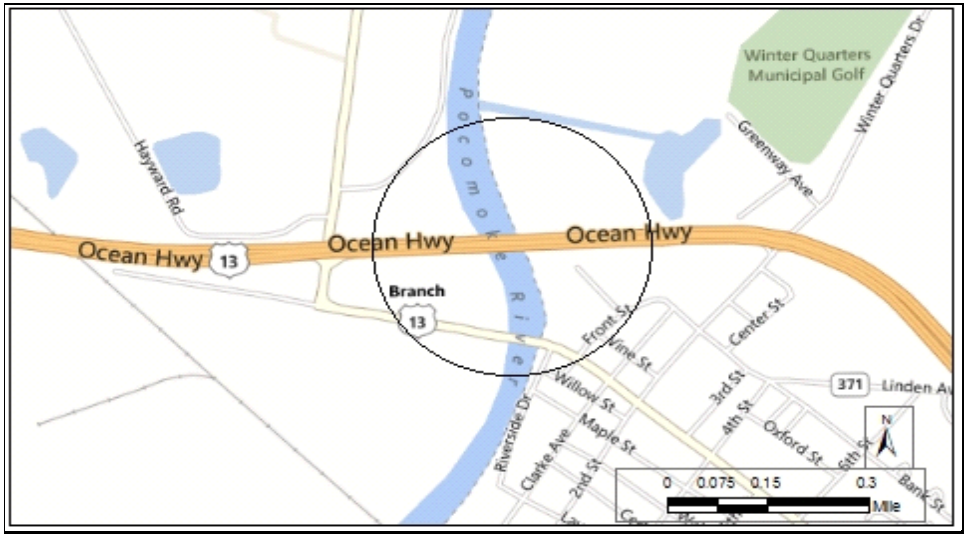
SOMERSET COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,550	3,015	6,835	6,700	0	0	0	0	13,535	0
Total	17,060	3,525	6,835	6,700	0	0	0	0	13,535	0
Federal-Aid	13,586	2,767	5,459	5,360	0	0	0	0	10,819	0

CLASSIFICATION:

STATE - Other Principal Arterial

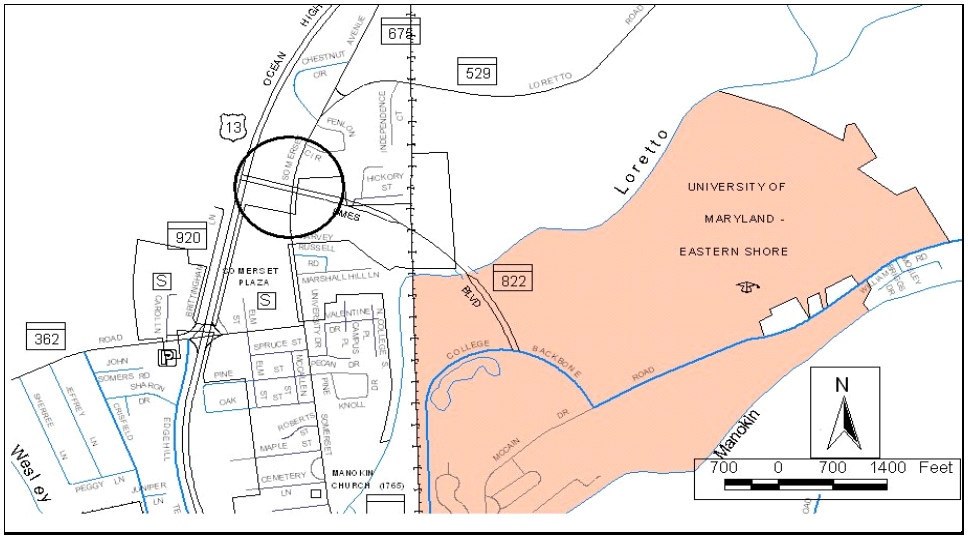
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 14,125

PROJECTED (2030) - 16,400



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Construction of the roundabout will improve traffic operations and pedestrian safety at the MD 822/MD 675 intersection and along MD 675.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	582	582	0	0	0	0	0	0	0	0
Right-of-way	368	311	57	0	0	0	0	0	57	0
Construction	3,606	817	2,789	0	0	0	0	0	2,789	0
Total	4,556	1,710	2,846	0	0	0	0	0	2,846	0
Federal-Aid	3,026	748	2,278	0	0	0	0	0	2,278	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 2,150

PROJECTED (2030) - 3,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

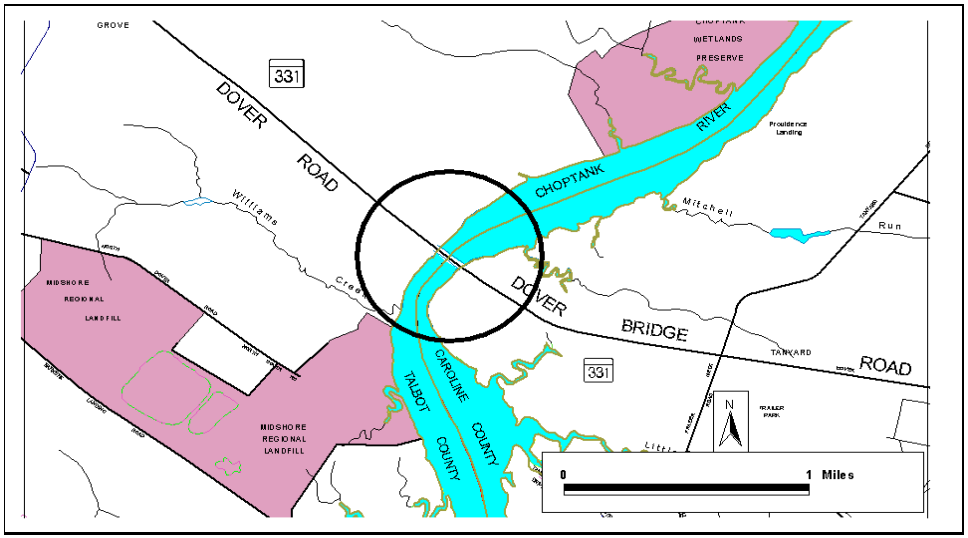
STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Congressional Earmarks		
1		Ferry Terminal construction in Crisfield (Earmark $800,000; PE, CO) (Complete)	0	
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
2		Various locations in Somerset County; resurface	3,549	Completed
3		At various locations in Somerset county; resurface	6,307	Under construction

SHA

THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

TALBOT COUNTY



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span will be located south of the existing roadway and 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 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of $2.6 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	3,823	165	968	1,113	1,113	464	0	0	3,658	0
Construction	55,319	0	10,831	16,999	16,438	11,051	0	0	55,319	0
Total	61,401	2,424	11,799	18,112	17,551	11,515	0	0	58,977	0
Federal-Aid	46,229	1,498	8,939	13,676	13,225	8,891	0	0	44,731	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

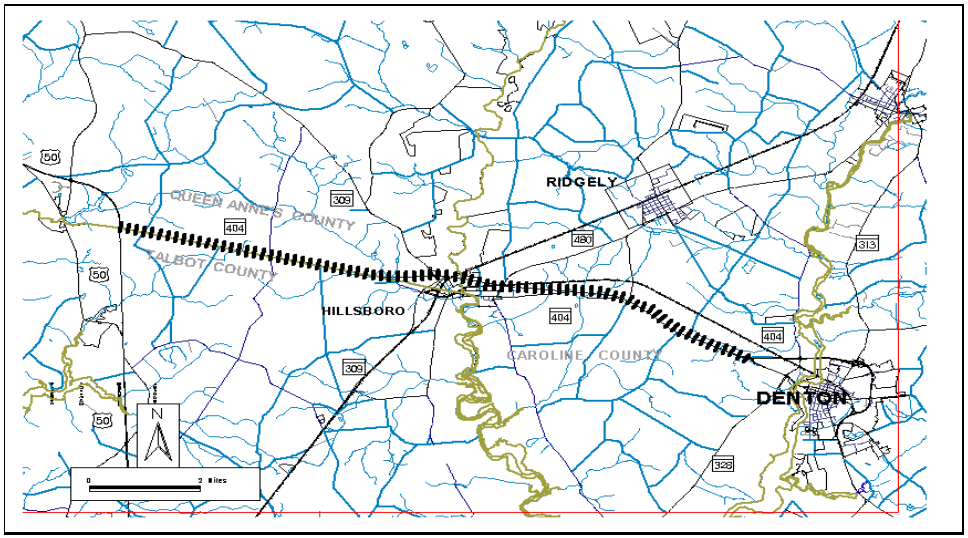
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 16,290

PROJECTED (2030) - 21,100

STIP REFERENCE #TA3921 12/01/2014 The estimated cost is for the entire project in Talbot and Caroline counties.



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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Engineering underway for Phase 2A at Hillsboro Road, Phase 2B at Old Queen Anne Road and Access Management Controls for the entire corridor.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $10.1 million to Engineering for Phase 2A ($2.5 million), Phase 2B ($2.6 million) and Access Management Controls ($5.0 million). Added $10.0 million for Right-of-Way Preservation.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,891	1,500	3,500	3,100	2,000	0	0	10,100	0
Right-of-way	11,326	4	505	10	1,407	3,500	3,600	2,300	11,322	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	26,876	5,454	2,005	3,510	4,507	5,500	3,600	2,300	21,422	0
Federal-Aid	16,821	4,561	408	1,208	2,112	3,930	2,808	1,794	12,260	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 20,790
24,970 (Summer)

PROJECTED (2030) - 28,500
33,450 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
1		At various locations in Talbot county; resurface	5,661	Under construction
2	US 50	Ocean Gateway; Schwaninger Road to east of Barber Road; resurface	4,103	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	325	FY 2016
		Community Safety and Enhancements		
4	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	PE Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2016

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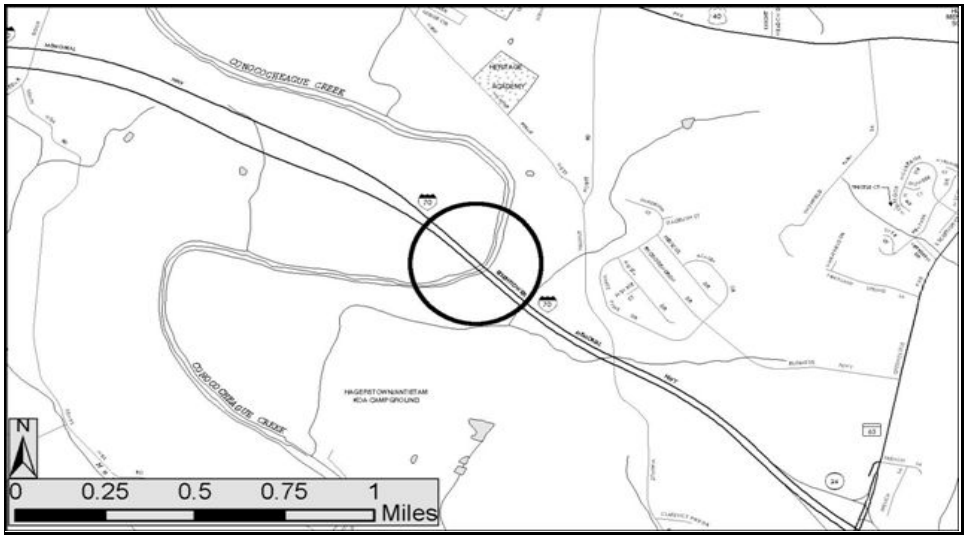
WASHINGTON COUNTY MARYLAND 1776

WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widened and rehabilitated Bridge 2110604 and 2110603 over Concocheague Creek.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation for cleaning, painting, superstructure and substructure repairs. Deck was widened to provide full shoulders.

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:

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

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☒ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: I-70 provides a critical link through Western Maryland. Maintaining this bridge supports this east/west movement. This project explored resource protection and conservation practices to avoid impacts to Maryland's natural environment.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	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	106	47	27	32	0	0	0	0	59	0
Construction	17,486	15,746	1,740	0	0	0	0	0	1,740	0
Total	18,670	16,871	1,767	32	0	0	0	0	1,799	0
Federal-Aid	18,080	16,404	1,676	0	0	0	0	0	1,676	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 47,550

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 2014 - 19 CTP: The cost increase of $3.6 million is due to additional paving needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	1,161	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,332	9,222	9,110	0	0	0	0	0	9,110	0
Total	19,493	10,383	9,110	0	0	0	0	0	9,110	0
Federal-Aid	19,151	10,137	9,014	0	0	0	0	0	9,014	0

CLASSIFICATION:

STATE - Urban Interstate

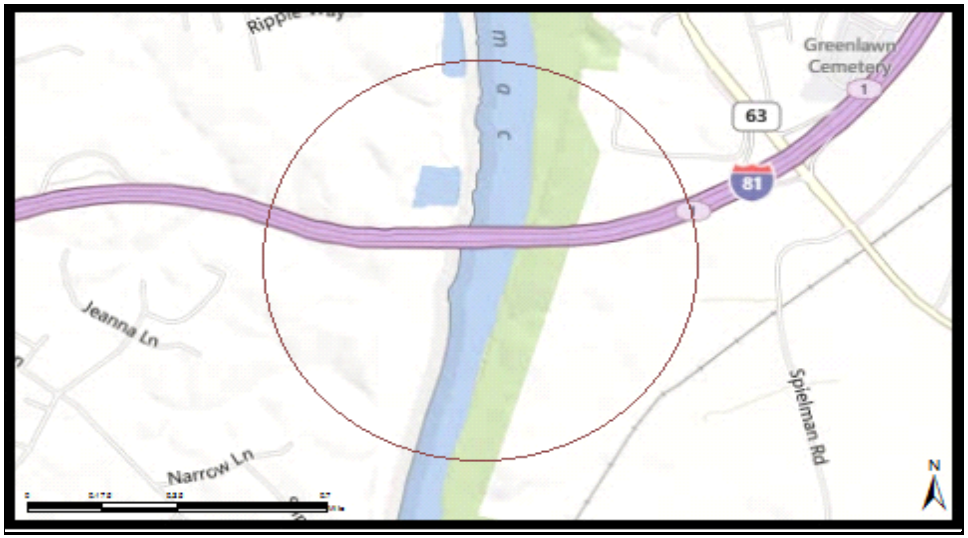
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 47,950

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: I-81 provides a critical link through western Maryland. Maintaining this bridge supports this north-south movement of freight traffic from and to the Port of Baltimore to region destinations.

STATUS: Engineering underway. West Virginia funding the additional widening to the Maryland State Line.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of $2.6 million is due to expanding the scope of work to include improvements at MD 63 and MD 68.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,761	762	1,969	2,030	0	0	0	0	3,999	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	46,057	0	0	0	10,056	13,894	13,218	8,889	46,057	0
Total	50,818	762	1,969	2,030	10,056	13,894	13,218	8,889	50,056	0
Federal-Aid	3,528	348	1,556	1,624	0	0	0	0	3,180	0

CLASSIFICATION:

STATE - Rural Interstate

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 61,300

PROJECTED (2030) - 84,375

PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Evaluate potential improvements at the I-70/MD65 (Sharpsburg Pike) interchange.

JUSTIFICATION: Increasing regional traffic volumes and projected commercial development will result in increasing congestion unless additional roadway capacity is provided.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[X] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	0	175	250	75	0	0	0	500	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	500	0	175	250	75	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

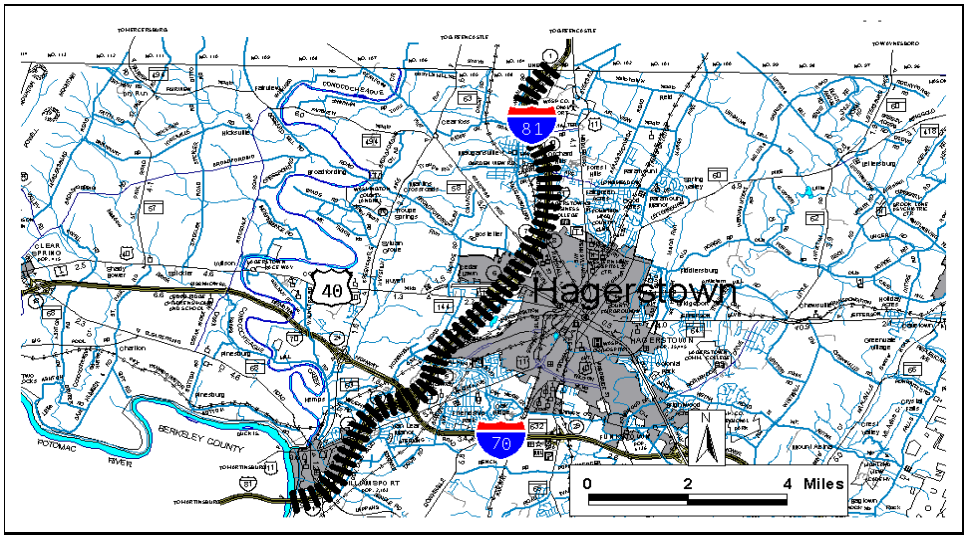
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 63,700

PROJECTED (2030) - 73,900



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,514	3,514	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	3,514	3,514	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 44,935 - 78,140

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 December 1, 2014
		Fiscal Year 2014 Completions		
		Resurface/Rehabilitate		
1		At Various locations in Washington County; resurface	590	Completed
2	I 70	Eisenhower Memorial Drive; east of Boyd Road to Little Conococheague Creek; surface treatment	1,097	Completed
3	MD 550	Fort Ritchie Road; Frederick County Line to MD 491; resurface	1,237	Completed
		Bridge Replacement/Rehabilitation		
4	US 11	Potomac Street; Bridge on US 11 over 21001 over Potomac River and bridge 21036 on MD 68 over Conococheague Creek; clean and paint bridges	1,921	Completed
		Safety/Spot Improvement		
5		Various locations in Washington County; geometric improvements	1,286	Completed
6	I 70	Eisenhower Memorial Highway; Pennsylvania Avenue Bridge to Tonoloway Creek Bridge; guardrail	418	Completed
		Commuter Action Improvements		
7	I 81	Maryland Veterans Memorial Highway; at MD 68; ridesharing facilities	1,579	Completed
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
8		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	Completed

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 December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
9		At various locations in Washington County	5,583	Under construction
10		Various locations in Washington County; resurface	4,993	Under construction
11	US 40	Dual Highway; Walnut Street to Crest View Road; resurface	1,778	FY 2015
12	MD 65	Sharpsburg Pike; I 70 to north of Fourth Street; safety and resurface (Transportation Infrastructure Investment Act of 2013)	1,130	Completed
13	I 70 WB	Eisenhower Memorial Highway; US 40 to MD 66; resurface	1,272	Completed
14	I 270 EB	Eisenhower Memorial Highway; 0.75 mile east of MD 615 to 0.28 mile east of MD 56; resurface	3,991	FY 2015
		Bridge Replacement/Rehabilitation		
15		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean and paint bridges	1,746	FY 2015
16	US 40	National Pike; bridge 2113600 over I 70; deck replacement and rehabilitation	2,967	Under construction
		Safety/Spot Improvement		
17	MD 66	Mapleville Road; north of Benevola Church Road to Little Beaver Creek; geometric improvements (Transportation Infrastructure Investment Act of 2013)	502	Completed
18	MD 144	Washington Street; At MD 910C; roundabout	1,807	FY 2015
19	MD 494	Fairview Road; west of Fairview Church Road to east Fairview Church Road; geometric improvements	719	Completed

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 December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Community Safety and Enhancements		
20	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban street reconstruct (Funded for preliminary engineering only)	1,979	PE Underway
		Sidewalks		
21	US 40 Alt	Frederick Street; Willow Circle to Kenly Avenue; sidewalks (Transportation Infrastructure Investment Act of 2013)	328	Completed
		TMDL Compliance		
22	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,005	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
23		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2015
		Landscaping/Scenic Beautification/Mitigation		
24		Rehabilitate C&O Canal Interpretive Water Intake	297	FY 2015
		Congressional Earmarks		
25		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	

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WICOMICO COUNTY, MARYLAND · 1867

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 December 1, 2014
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
1		Various locations in Wicomico County; resurface	3,554	Completed
2		At various locations in Wicomico county; resurface	6,547	FY 2015
3		Various locations in Wicomico County; resurface	4,242	Under construction
4	US 50	Ocean Gateway; Old Railroad Road east of Rockawalkin Road; resurface	2,496	FY 2015
5	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	1,600	FY 2016
		Bridge Replacement/Rehabilitation		
6	MD 349	Nanticoke Road; Small structure 22078X0 over Dennis Creek; miscellaneous	400	FY 2015
		Safety/Spot Improvement		
7	US 13 BUS	South Fruitland Boulevard; At South Division Street; geometric improvements	2,485	FY 2015
8	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)	6,880	Under construction
9	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,510	Under construction
10	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	8,989	Under construction
11	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,274	Under construction

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement (cont'd)		
12	MD 349	Nanticoke Road; at Crooked Oak Lane; geometric improvements	1,279	Under construction
		Environmental Preservation		
13	US 50	Ocean Gateway; US 13 Bypass interchange to Worcester County Line; landscaping	151	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
14		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 2016

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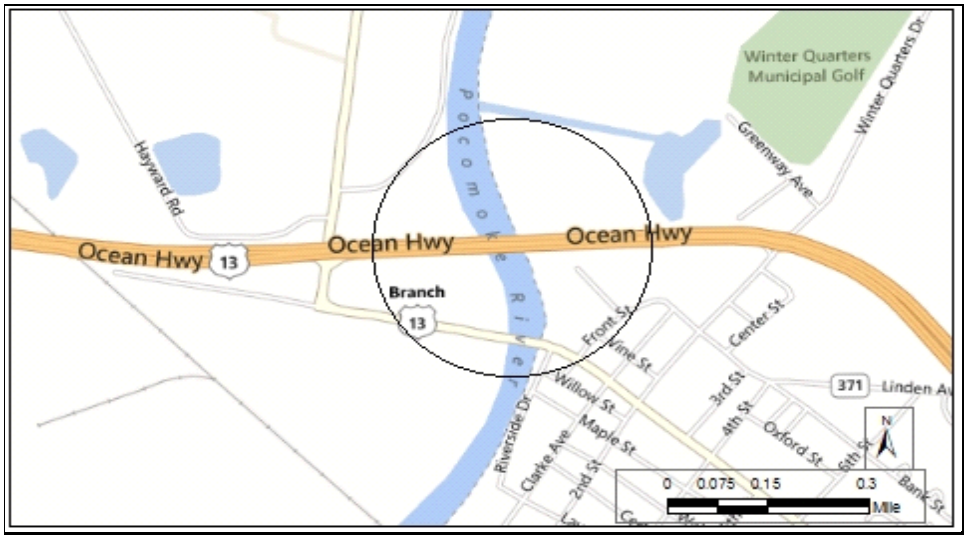
WORCESTER COUNTY

WORCESTER COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,550	3,015	6,835	6,700	0	0	0	0	13,535	0
Total	17,060	3,525	6,835	6,700	0	0	0	0	13,535	0
Federal-Aid	13,586	2,767	5,459	5,360	0	0	0	0	10,819	0

CLASSIFICATION:

STATE - Other Principal Arterial

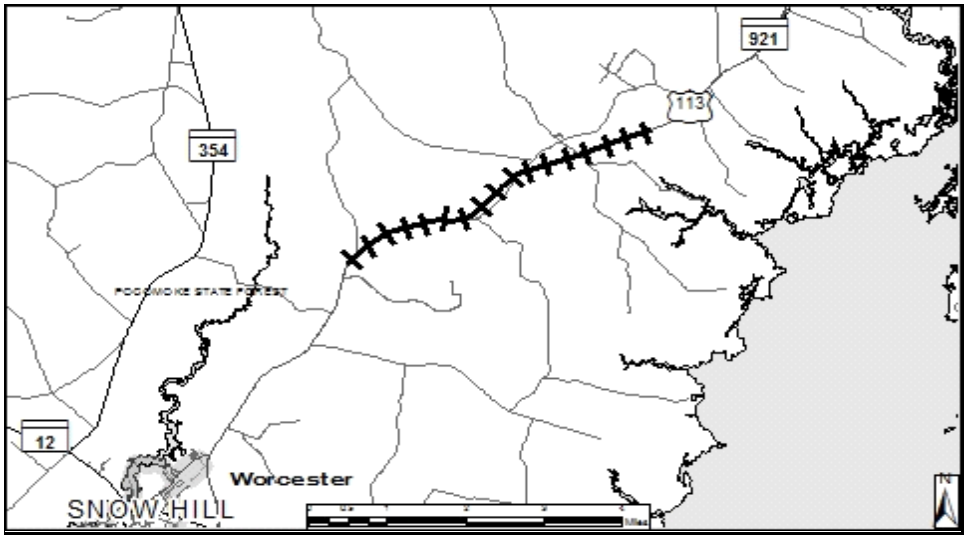
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 14,125

PROJECTED (2030) - 16,400



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, Massey Branch to Five Mile Branch (Phase 3) (4.6 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Rd. to Five Mile Branch (Phase 4) (Line 4)

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

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Engineering and Right-of-Way underway. Construction to begin in current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added $45.2 million to Construction. This is a breakout project of US 113 from Public Landing Rd. to Massey Branch (Line 4).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,026	2,876	150	0	0	0	0	0	150	0
Right-of-way	14,890	1,073	3,095	4,240	4,387	2,095	0	0	13,817	0
Construction	45,152	0	5,887	21,233	18,032	0	0	0	45,152	0
Total	63,068	3,949	9,132	25,473	22,419	2,095	0	0	59,119	0
Federal-Aid	42,459	2,234	5,684	18,124	15,563	854	0	0	40,225	0

CLASSIFICATION:

STATE - Intermediate Arterial

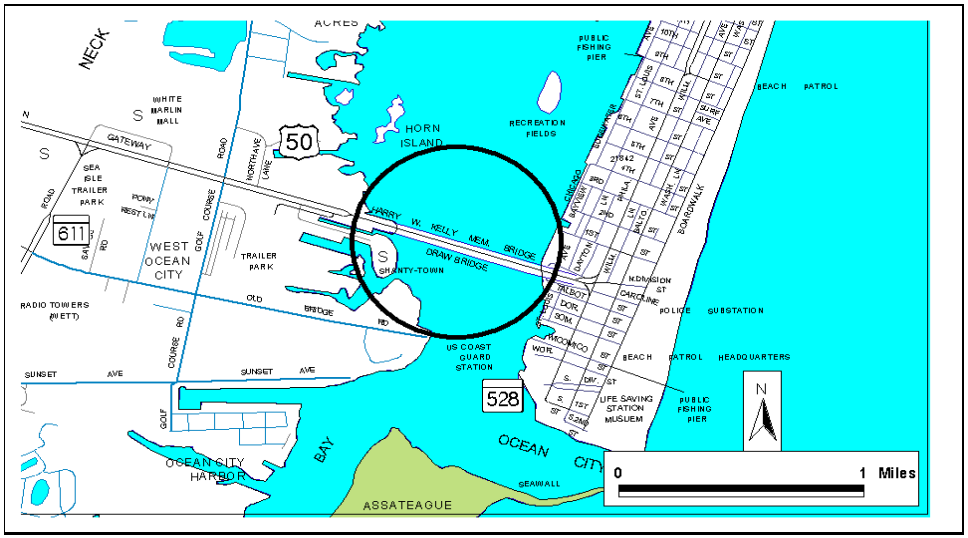
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 9,275 - 12,750

PROJECTED (2030) - 9,000 - 18,850
11,000 - 23,700 (Summer)



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 drawspan 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,906	2,906	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	2,906	2,906	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

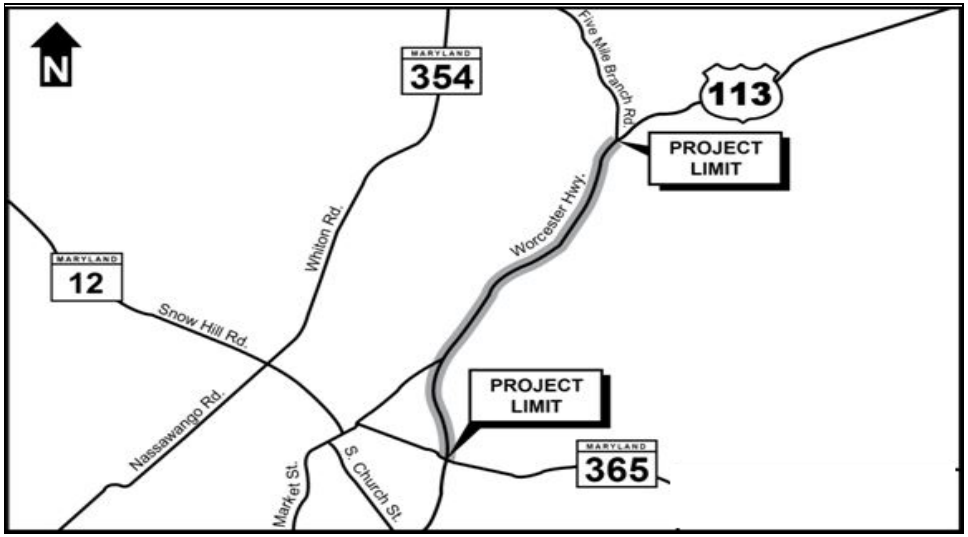
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 17,550
50,225 (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 Five Mile Branch (4.3 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Massy Branch to Five Mile Branch (Phase 3) (Line 2)

STATUS: Engineering underway and Right-of-Way to begin during current fiscal year for Phase 4 (Public Landing to Five Mile Branch).

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved US 113 from Massey Branch to Five Mile Branch (Phase 3) to Construction Program (Line 2). Added $13.4 million to Right-of-Way for Phase 4.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,290	4,487	500	303	0	0	0	0	803	0
Right-of-way	13,400	0	10	500	4,000	4,000	4,000	890	13,400	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,690	4,487	510	803	4,000	4,000	4,000	890	14,203	0
Federal-Aid	14,047	3,244	507	676	2,985	2,985	2,985	665	10,803	0

CLASSIFICATION:

STATE - Intermediate Arterial

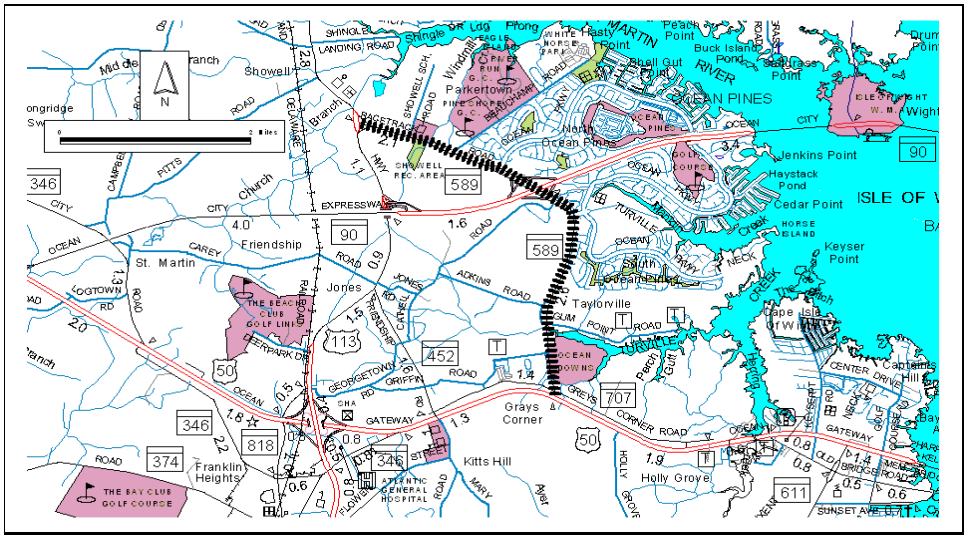
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 9,275 - 12,750

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,417	1,417	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	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 21,325
27,500 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

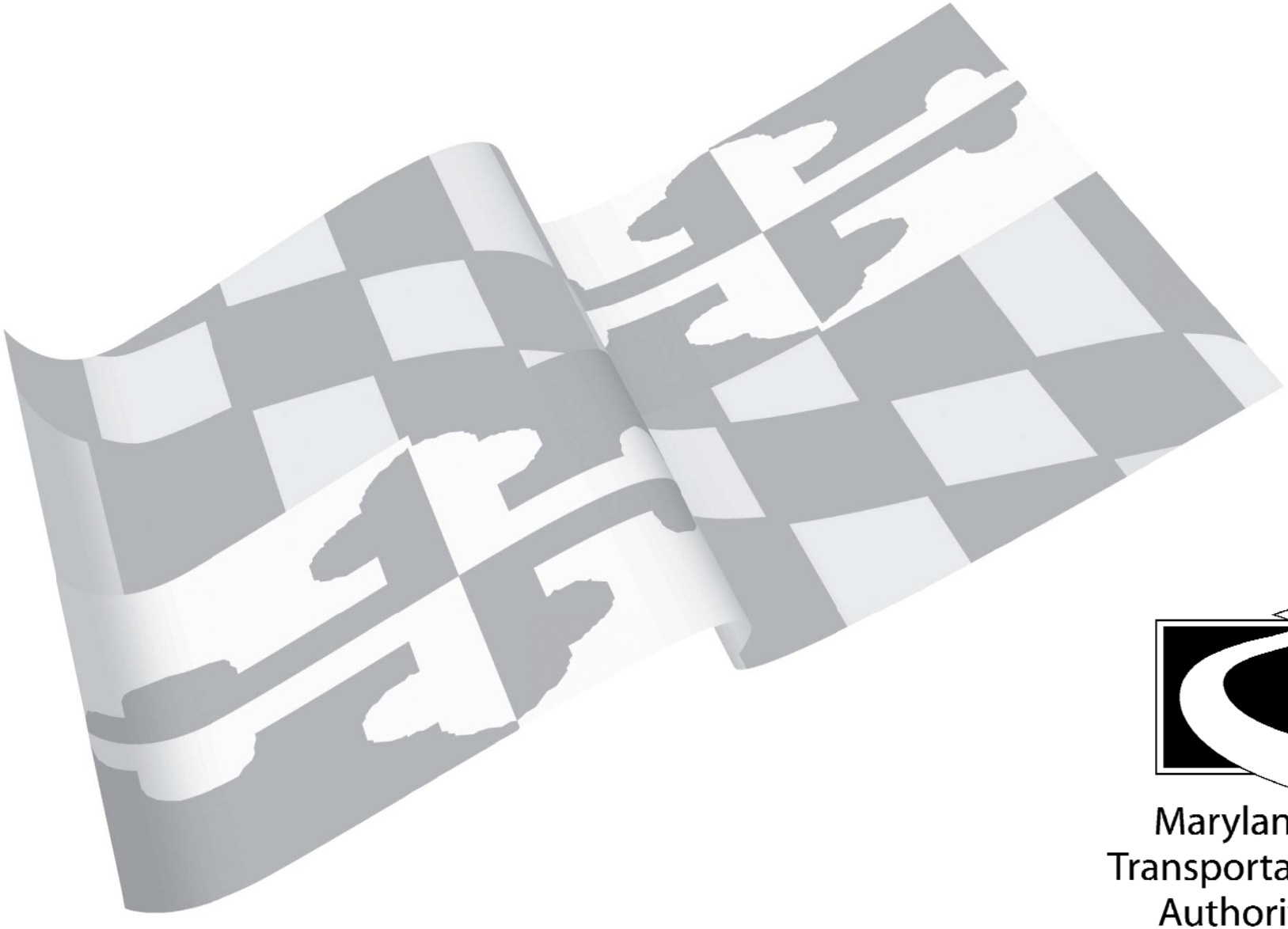
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Year 2014 Completions		
		Safety/Spot Improvement		
1	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements	500	Completed
2	MD 528	Coastal Highway; 123rd Street to 131st Street; ADA improvements	500	Completed
		Intersection Capacity Improvements		
3	US 50	Ocean Gateway; at Seahawk Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	816	Completed
		Fiscal Years 2015 and 2016		
		Resurface/Rehabilitate		
4		Various locations in Worcester County; resurface	3,667	Completed
5		At various locations in Worcester county; resurface	6,537	Under construction
6		Various locations in Worcester County; resurface	4,242	Under construction
7	US 50 WB	Ocean Gateway; Herring Creek to MD 818; resurface	2,251	Completed
		Bridge Replacement/Rehabilitation		
8	MD 346	Old Ocean City Boulevard; small structure over Double Bridge Branch; structure replacement	423	Completed
9	MD 568	Hatchery Road; small structure over Bunting Branch; structure replacement	378	Completed

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2014
		Fiscal Years 2015 and 2016 (cont'd)		
		Safety/Spot Improvement		
10	US 13 BU	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	80	FY 2016
11	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	4,292	Under construction
		Community Safety and Enhancements		
12	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; streetscape (Funded for preliminary engineering)	2,823	PE Underway

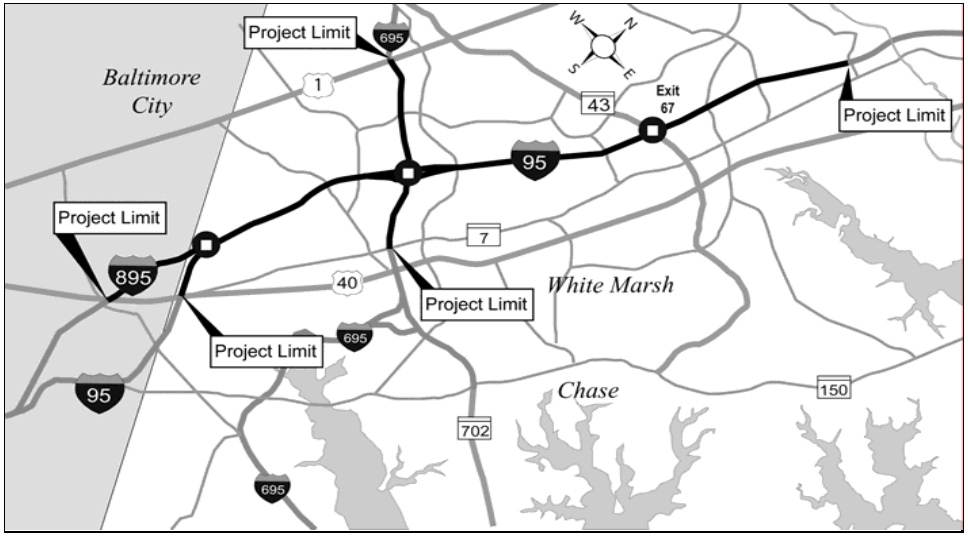


Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SIX-YEAR TOTAL
Construction Program							
Major Projects	304.5	130.4	157.7	140.6	108.2	101.1	942.6
System Preservation Minor Projects	86.0	145.7	187.0	148.3	197.7	229.1	993.8
Development & Evaluation Program	4.8	17.4	21.2	16.5	6.5	-	66.5
TOTAL	395.3	293.5	366.0	305.4	312.5	330.2	2,002.9



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Constructed two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improved 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:**

- [ ] Safety & Security
- [ ] System Preservation
- [x] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [x] Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS: None.

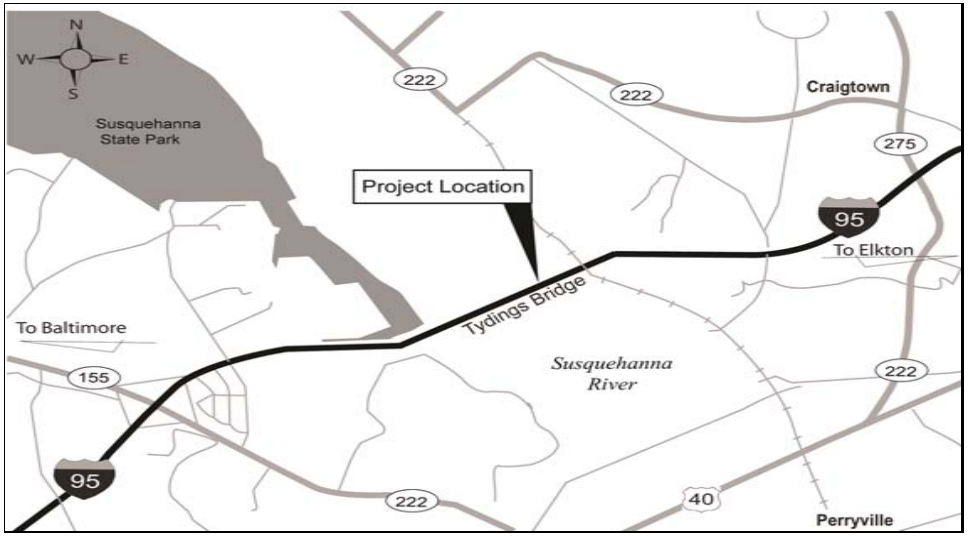
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $4.5 million to reflect adjustments including closing out of various contracts, reallocations and anticipated expenditures for the remainder of the project.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	119,732	118,494	619	619	0	0	0	0	1,238	0
Right-of-way	47,507	47,077	430	0	0	0	0	0	430	0
Construction	924,448	787,198	93,608	35,227	8,415	0	0	0	137,250	0
Total	1,097,719	958,801	94,657	35,846	8,415	0	0	0	138,918	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116, 2343



PROJECT: I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitated pier foundations and provided pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibited wear and analysis showed scour protection was needed. This improvement extended the useful life of the pier foundations.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Pier foundations were found to have advanced wear and required scour protection.

ASSOCIATED IMPROVEMENTS: None.

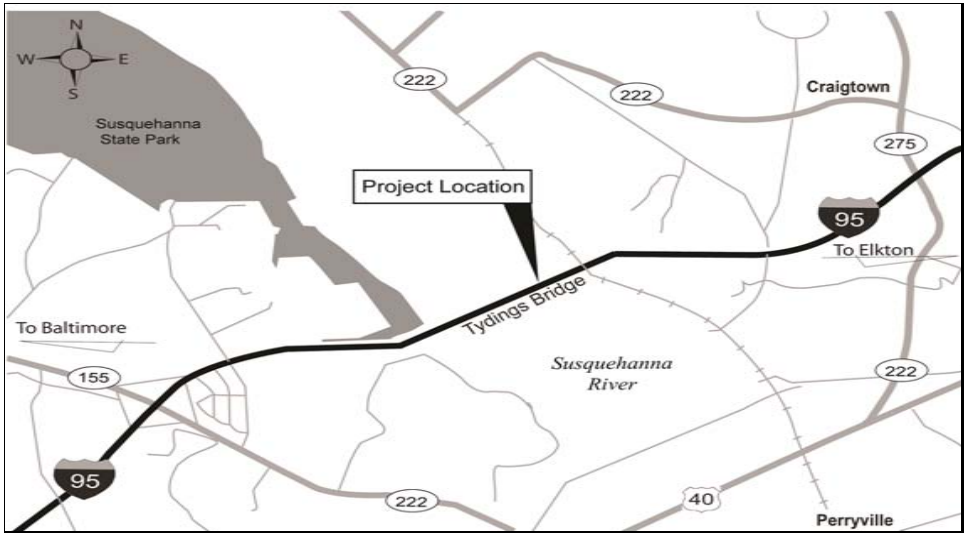
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $8.7 million due to better than anticipated site conditions.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,484	1,484	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,029	33,028	1,001	0	0	0	0	0	1,001	0
Total	35,513	34,512	1,001	0	0	0	0	0	1,001	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2185, 2215



PROJECT: I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

DESCRIPTION: Clean and paint rusted seams and crevices and paint the flat surfaces of the Tydings Bridge where the paint is showing wear. Also, perform necessary structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the bridge is showing wear. This project will address existing wear and prevent further wear.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

ASSOCIATED IMPROVEMENTS: None.

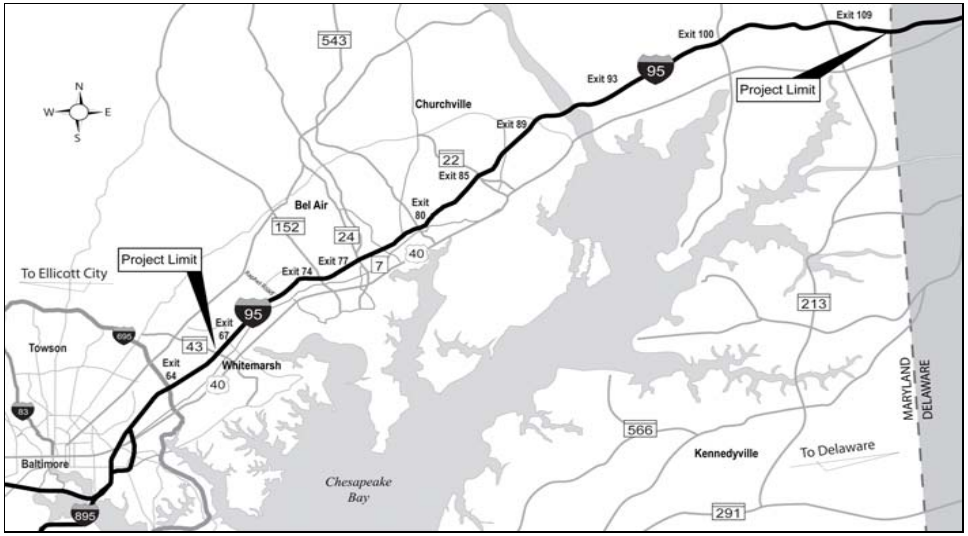
STATUS: Engineering is complete. Construction is scheduled to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	101	101	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,003	0	636	6,631	2,736	0	0	0	10,003	0
Total	10,104	101	636	6,631	2,736	0	0	0	10,003	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2313



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 from MD 24 to the Tydings Bridge and Phase III is 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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

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 from MD 24 to the Tydings Bridge and Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

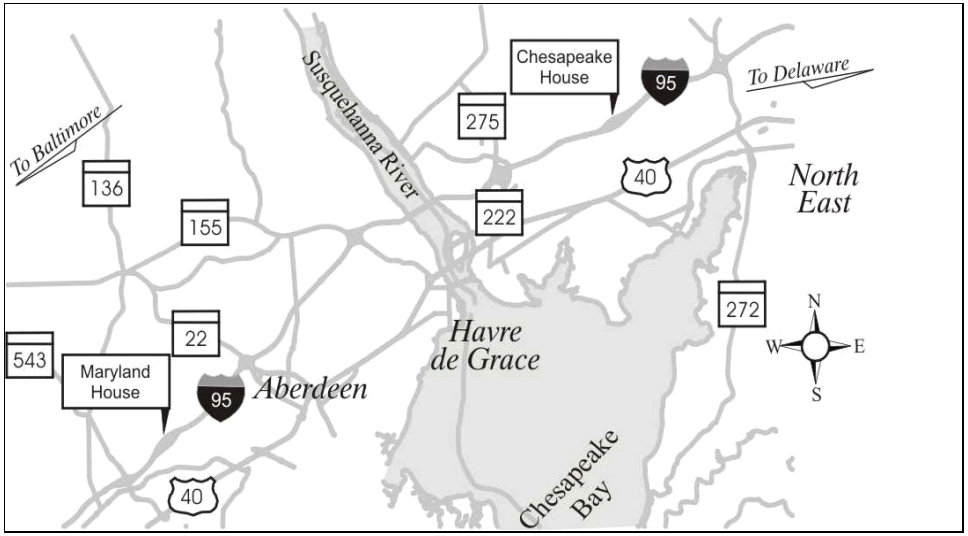
STATUS: Construction of Phase I is complete. Engineering is complete and construction is underway for Phase II.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	305	305	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,907	11,225	4,462	12,992	2,228	0	0	0	19,682	0
Total	31,212	11,530	4,462	12,992	2,228	0	0	0	19,682	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $6.0 million for actual charges/final estimate for Phase I and to reflect the actual bid price for Phase II.



PROJECT: I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas

DESCRIPTION: Redeveloped the Maryland House and Chesapeake House Travel Plazas. The public-private partnership included 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 had aged to the point in which replacement was necessary to adequately meet public demand over the next 35 years.

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

- [ ] Safety & Security
- [x] System Preservation
- [x] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [x] Economic Prosperity

EXPLANATION: The structures were built in the 1960's and 70's and were near the end of their design life. Age and condition required replacement.

ASSOCIATED IMPROVEMENTS: None.

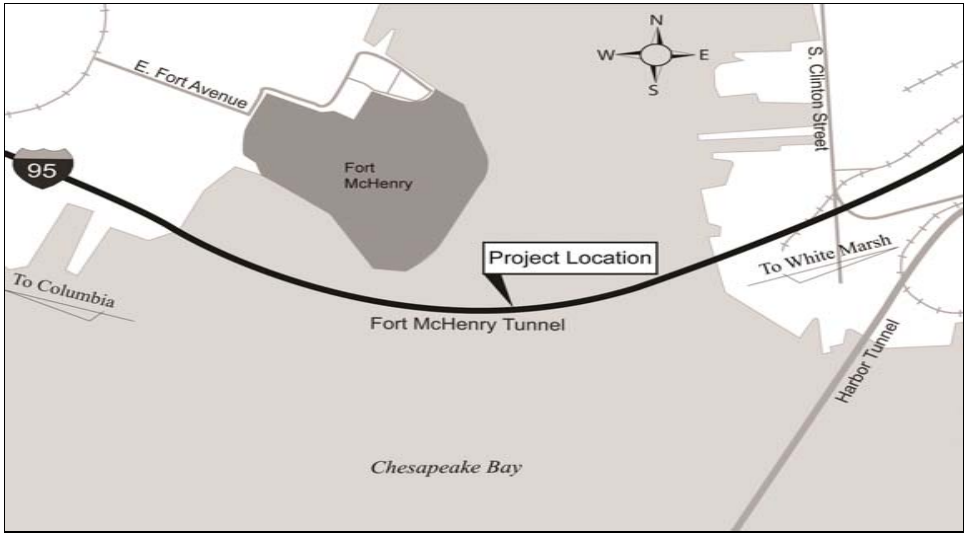
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	0	0	0	0	0	0	0	0	0	0
Construction	3,430	1,405	2,025	0	0	0	0	0	2,025	0
Total	7,774	5,749	2,025	0	0	0	0	0	2,025	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2055



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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

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 7)

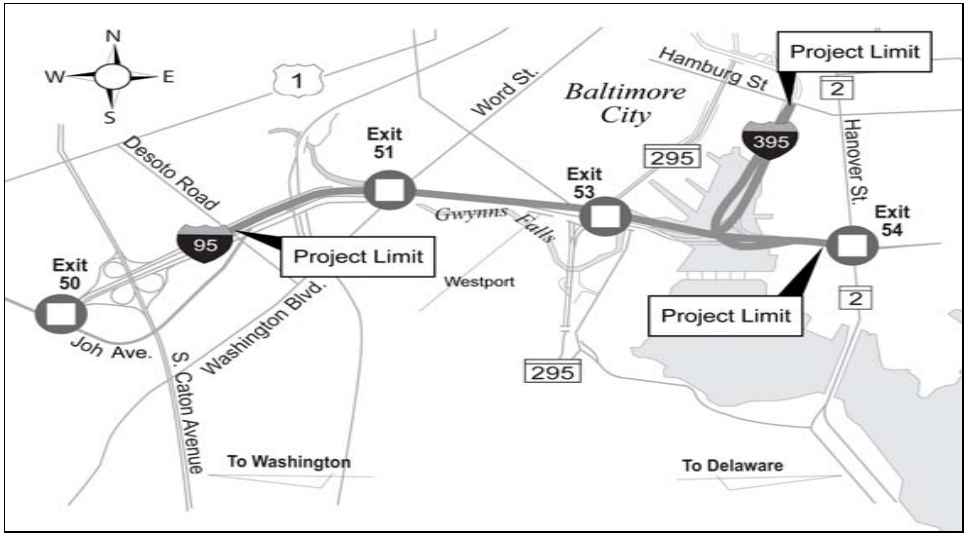
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $1.0 million to reflect actual bid price.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	37,782	14,386	16,590	6,806	0	0	0	0	23,396	0
Total	38,447	15,051	16,590	6,806	0	0	0	0	23,396	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2045, 2226, 2305



PROJECT: I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

DESCRIPTION: Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges north and 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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 6)

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 is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,750	4,099	651	0	0	0	0	0	651	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	80,775	23,425	38,296	19,054	0	0	0	0	57,350	0
Total	85,525	27,524	38,947	19,054	0	0	0	0	58,001	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2205, 2207, 2262

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $3.1 million due to revised cost estimating procedures.

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 in 1985.

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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS: None.

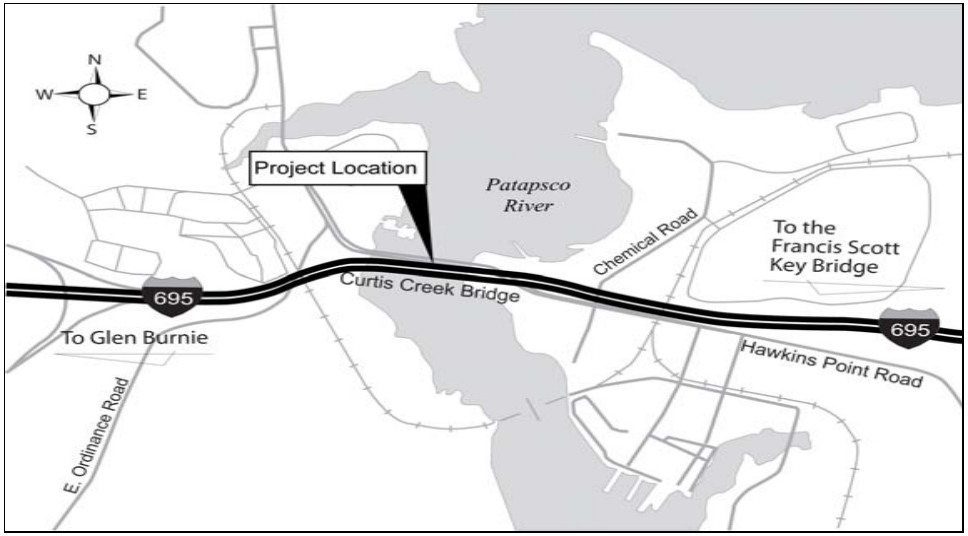
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $3.4 million to reflect actual bid price.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,326	1,326	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,935	0	6,404	7,594	1,937	0	0	0	15,935	0
Total	17,261	1,326	6,404	7,594	1,937	0	0	0	15,935	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2206



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 the 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 not 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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

ASSOCIATED IMPROVEMENTS: None.

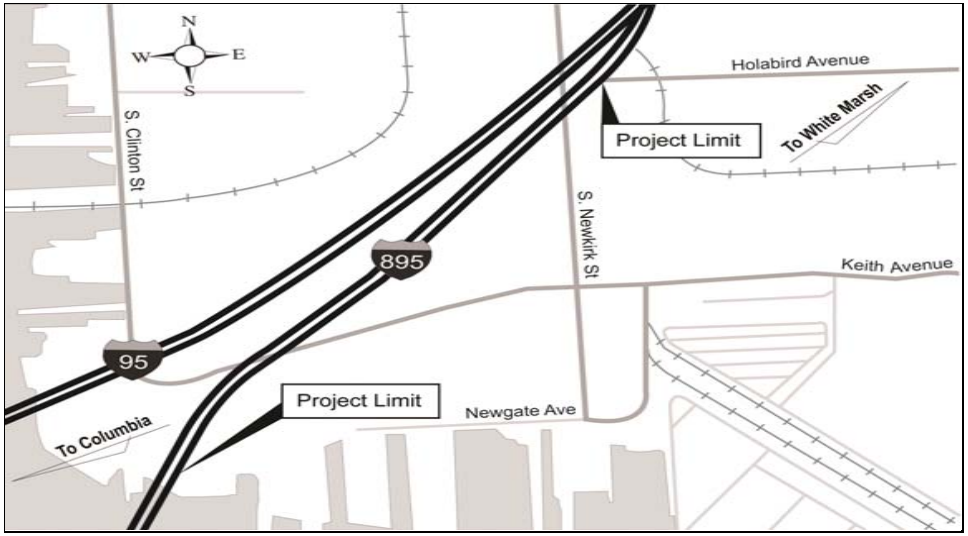
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	38	62	0	0	0	0	0	62	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,330	13	557	3,420	1,340	0	0	0	5,317	0
Total	5,430	51	619	3,420	1,340	0	0	0	5,379	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2331



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 the MDTA's only Structurally Deficient bridge.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is the MDTA's only Structurally Deficient bridge.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 11)
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 13)

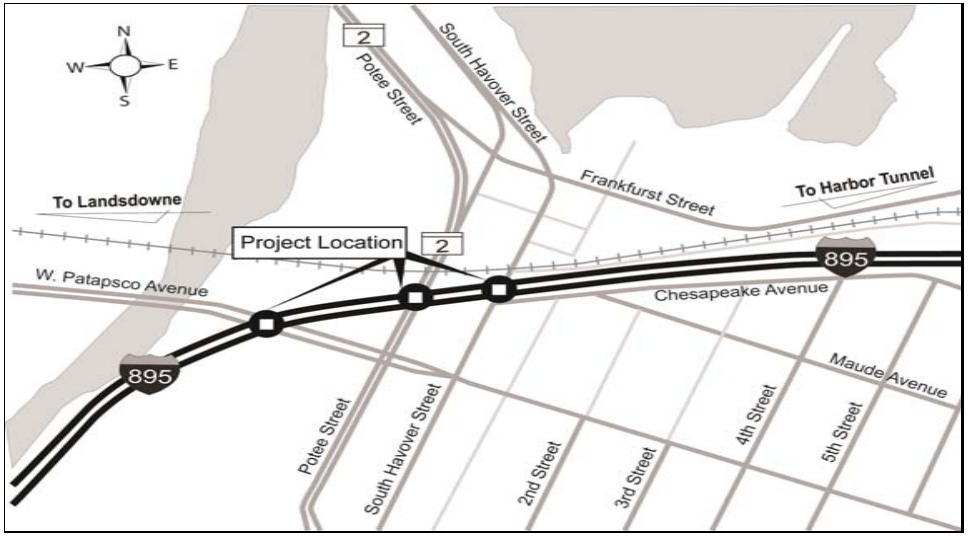
STATUS: Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,933	7,858	5,275	750	250	200	200	200	6,875	200
Right-of-way	10,920	276	5,184	5,460	0	0	0	0	10,644	0
Construction	263,934	427	0	0	36,556	62,747	54,239	84,123	237,665	25,842
Total	289,787	8,561	10,459	6,210	36,806	62,947	54,439	84,323	255,184	26,042
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $107.6 million for change from 2-Stage to 4-Stage MOT; addition of Baltimore Harbor Tunnel portal, approaches and retaining wall; changes due to peer review; adjustment to contingencies and addition of inflation to start of construction.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

DESCRIPTION: Replaced the bridge decks on the South Hanover Street, Potee Street and West Patapsco Avenue bridges and repaired identified structural defects.

PURPOSE & NEED SUMMARY STATEMENT: These bridge decks were reaching the end of their useful life and needed to be replaced.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: These bridge decks were reaching the end of their useful life and needed to be replaced.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	1,198	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,508	9,505	3,003	0	0	0	0	0	3,003	0
Total	13,706	10,703	3,003	0	0	0	0	0	3,003	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2209

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace 32 ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

ASSOCIATED IMPROVEMENTS: None.

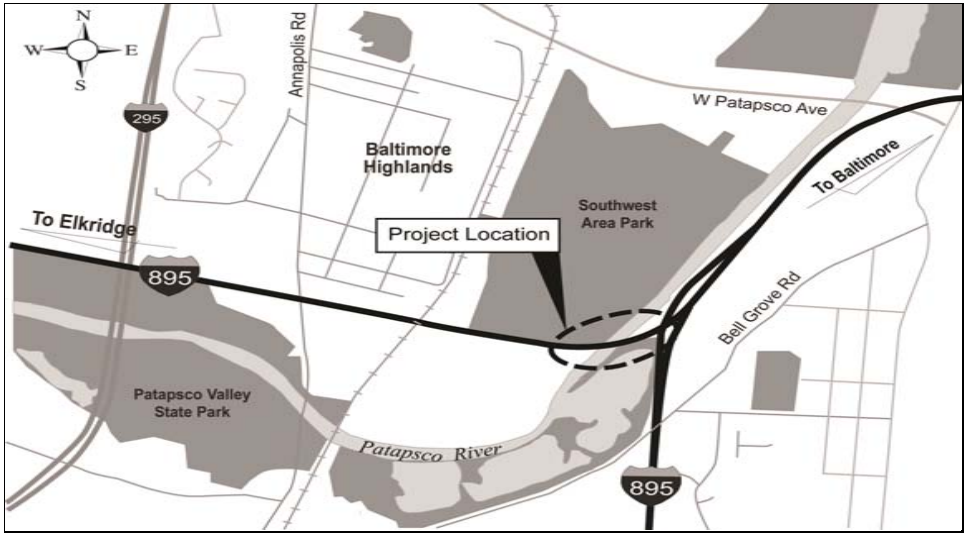
STATUS: Design is underway. Construction is scheduled to start in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	993	927	926	0	0	0	0	1,853	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,800	0	0	5,320	20,267	20,267	14,946	0	60,800	0
Total	63,646	993	927	6,246	20,267	20,267	14,946	0	62,653	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2263



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

DESCRIPTION: Replace the deck and superstructure of the bridge over the Patapsco Flats.

PURPOSE & NEED SUMMARY STATEMENT: This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)

EXPLANATION: Replacing the deck and superstructure will provide a bridge that will not need to be rehabilitated for fifteen years.

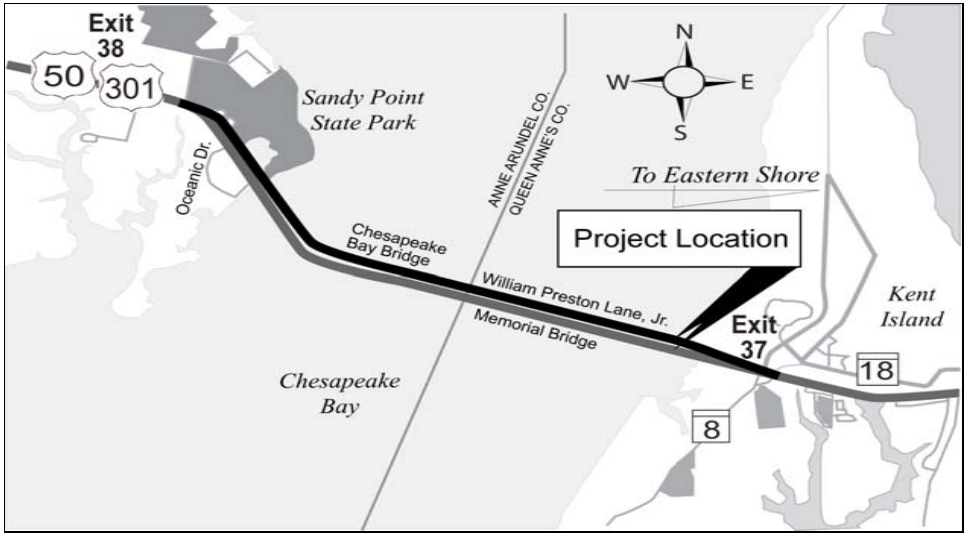
STATUS: Design is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,700	1,193	407	100	0	0	0	0	507	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	64,680	0	0	0	17,000	20,606	20,606	6,468	64,680	0
Total	66,380	1,193	407	100	17,000	20,606	20,606	6,468	65,187	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2292

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.



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 three million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 15)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

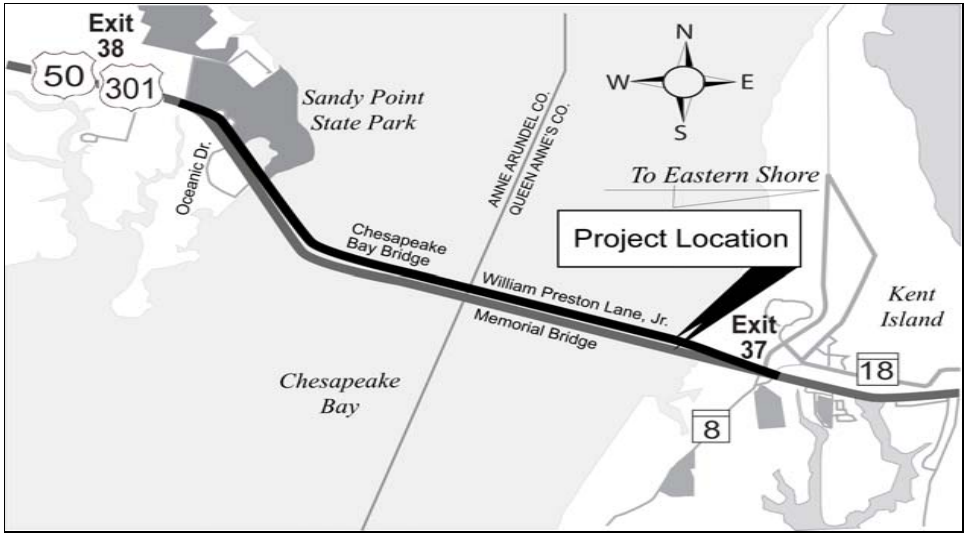
STATUS: Engineering is underway. Construction is complete for Phases I and II. Construction is underway for Phase III. Phase IV construction is scheduled to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $22.6 million due to addition of construction funding for Phase IV.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	951	649	302	0	0	0	0	0	302	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,710	52,394	23,713	8,640	10,801	2,162	0	0	45,316	0
Total	98,661	53,043	24,015	8,640	10,801	2,162	0	0	45,618	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224, 2259, 2260



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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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 - Constr. Program (Line 14)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

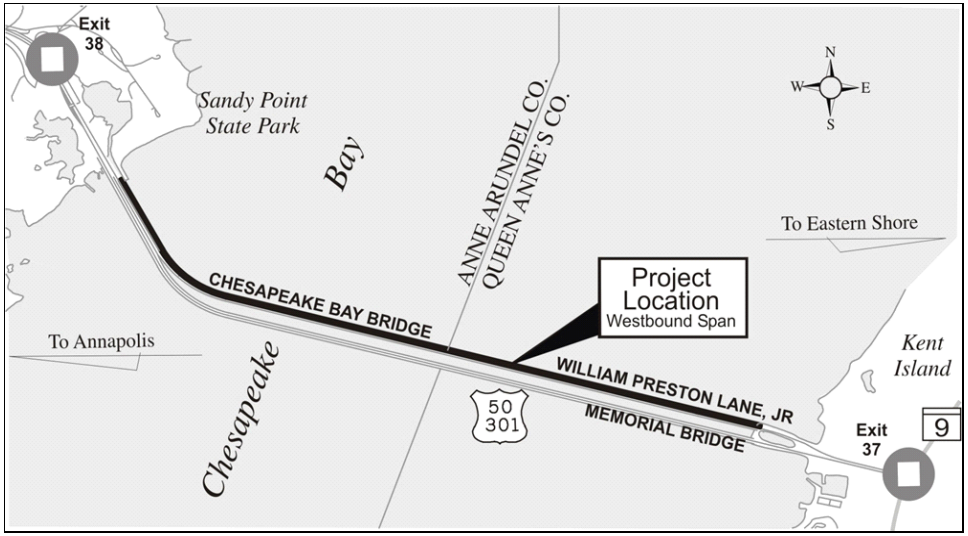
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,230	2,080	1,150	0	0	0	0	0	1,150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,963	32,362	18,601	0	0	0	0	0	18,601	0
Total	54,193	34,442	19,751	0	0	0	0	0	19,751	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation at the westbound Chesapeake Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

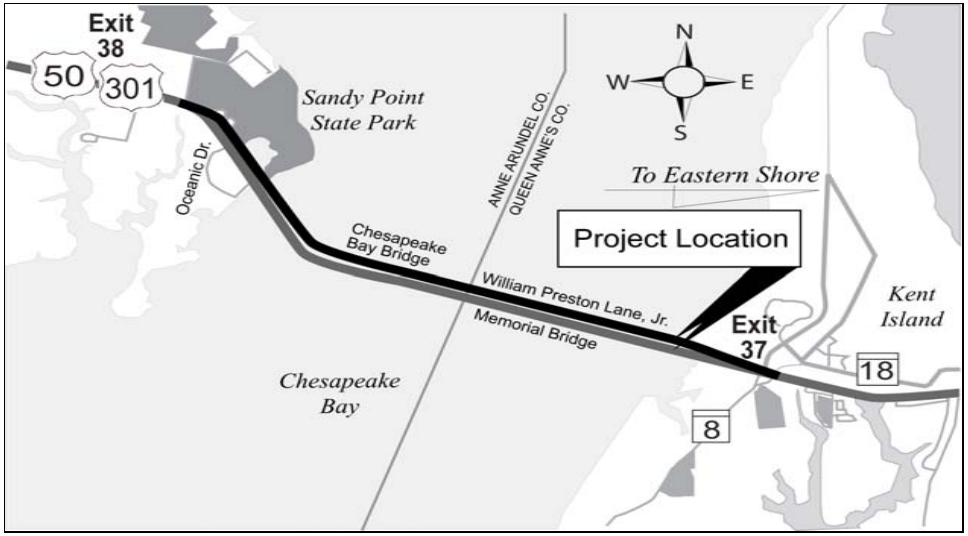
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	661	714	1,120	600	105	0	0	2,539	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,000	0	0	0	30,500	13,000	500	0	44,000	0
Total	47,200	661	714	1,120	31,100	13,105	500	0	46,539	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2342



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to eastbound and westbound Bay Bridges. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge-mounted man lifts.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound Bay Bridges found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the components.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

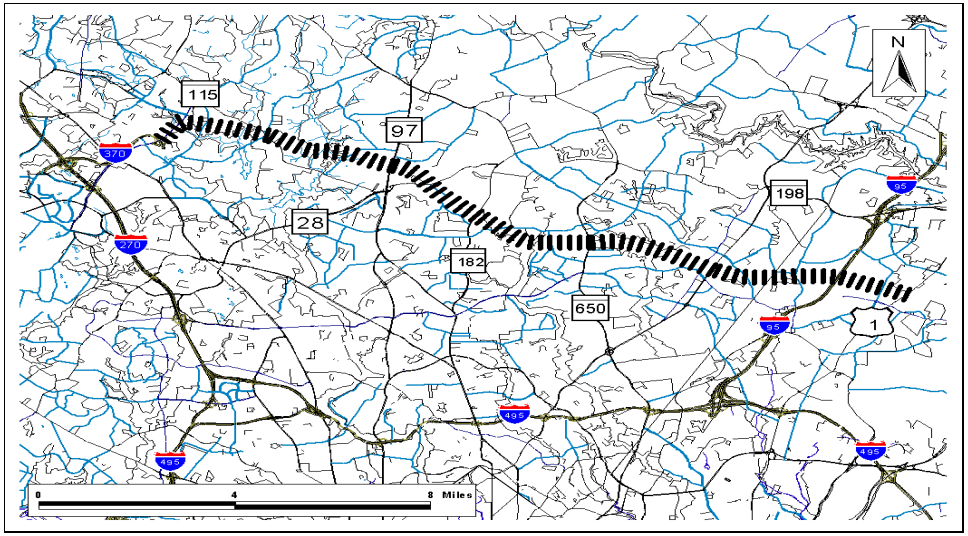
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	305	263	316	316	0	0	0	895	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,510	0	917	5,503	5,503	4,587	0	0	16,510	0
Total	17,710	305	1,180	5,819	5,819	4,587	0	0	17,405	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2349



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed 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 was 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:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

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)

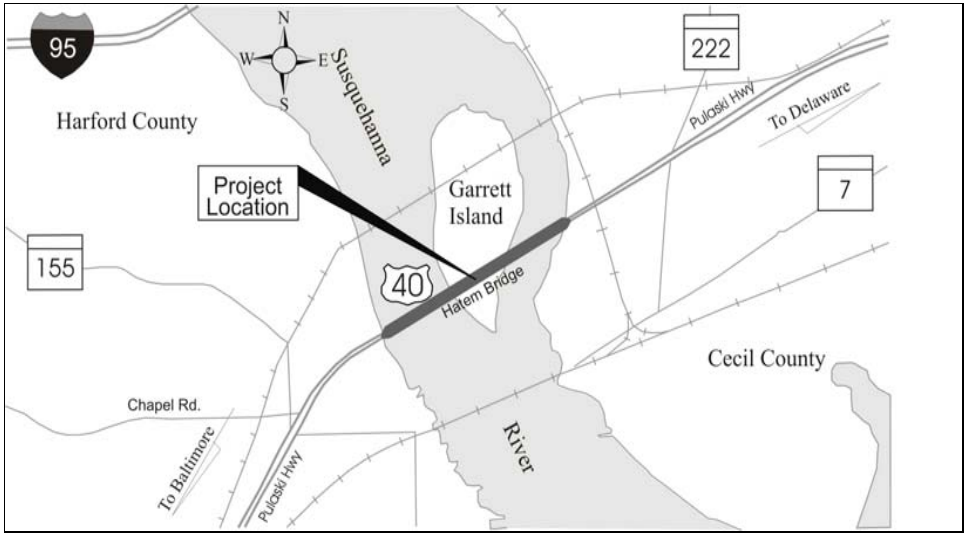
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0
Right-of-way	246,000	244,436	1,564	0	0	0	0	0	1,564	0
Construction	2,036,518	1,973,683	60,335	2,500	0	0	0	0	62,835	0
Total	2,386,588	2,322,189	61,899	2,500	0	0	0	0	64,399	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal-Aid share of $19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitated pier foundations with advanced wear and addressed pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibited wear and analysis showed scour protection was needed. This improvement extends the useful life of the pier foundations.

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

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Pier foundations had advanced wear and required scour protection. This improvement addresses existing wear and prevents further wear.

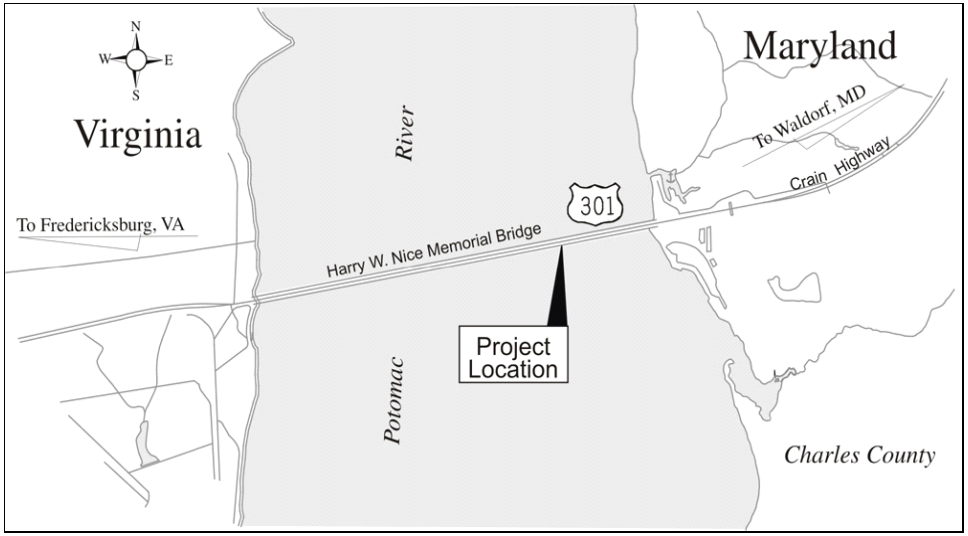
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $2.3 million due to revised cost estimating procedures.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,290	2,290	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,663	37,956	6,707	0	0	0	0	0	6,707	0
Total	46,953	40,246	6,707	0	0	0	0	0	6,707	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2065



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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 24)

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	717	83	0	0	0	0	0	83	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	7,617	4,769	0	0	0	0	0	4,769	0
Total	13,186	8,334	4,852	0	0	0	0	0	4,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160

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:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will enhance the safety and security at five major bridges.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $1.3 million due to additional information technology expenses.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	616	616	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,641	7,090	1,542	2,434	973	602	0	0	5,551	0
Total	13,257	7,706	1,542	2,434	973	602	0	0	5,551	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1966

Maryland Transportation Authority

PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

DESCRIPTION: Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: 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.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: 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.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	275	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,117	0	3,360	4,760	5,997	0	0	0	14,117	0
Total	14,417	275	3,385	4,760	5,997	0	0	0	14,142	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2287

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by $3.9 million due to scope changes including the addition of extensive shoring for the scale pits, a dynamic message sign, software, bonding and a higher mobilization rate to reflect number of sites.

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

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

- [ ] Safety & Security
- [x] System Preservation
- [x] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

ASSOCIATED IMPROVEMENTS: None.

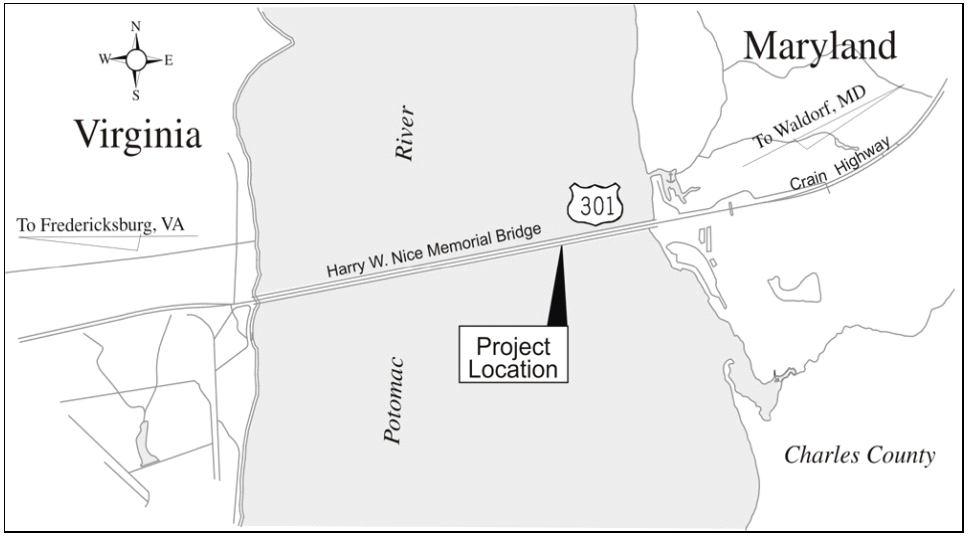
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $3.9 million to reflect revised engineering guidelines.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,233	1,847	250	250	250	250	250	136	1,386	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	79,670	0	0	0	12,058	16,077	17,497	10,168	55,800	23,870
Total	82,903	1,847	250	250	12,308	16,327	17,747	10,304	57,186	23,870
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2147



PROJECT: US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

DESCRIPTION: Preliminary engineering and right-of-way acquisition for the replacement of the current bridge with a new 4-lane 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 20)

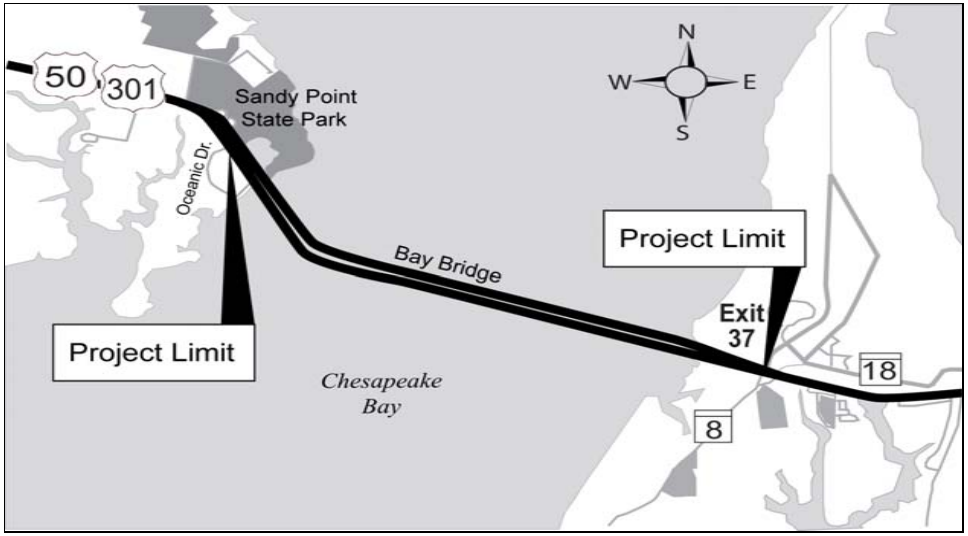
STATUS: Planning is complete. Engineering is underway. Right-of-way acquisition is scheduled to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	26,305	574	2,831	7,600	7,700	7,600	0	0	25,731	0
Right-of-way	30,000	0	1,000	5,000	8,600	8,900	6,500	0	30,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	61,600	5,869	3,831	12,600	16,300	16,500	6,500	0	55,731	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: Preliminary engineering for the rehabilitation and/or replacement of 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 WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)

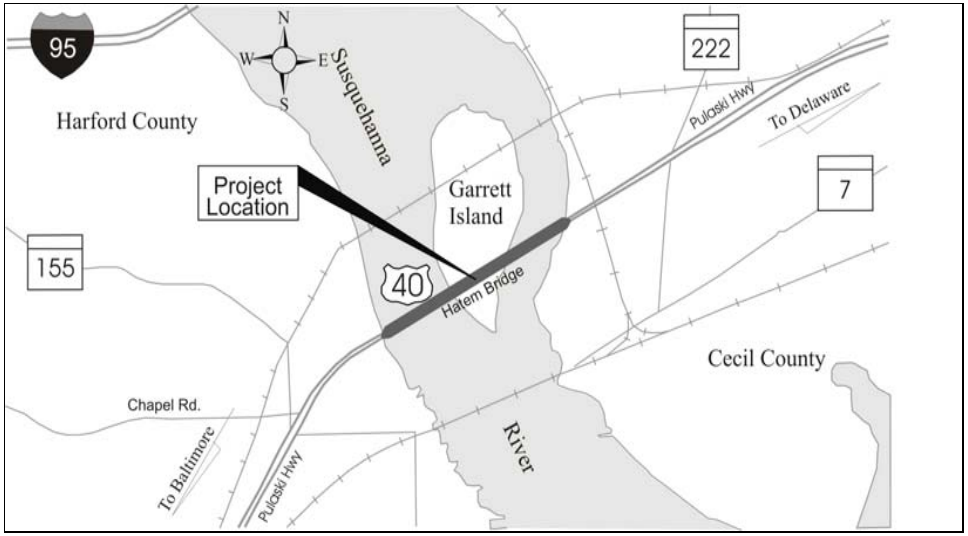
STATUS: Engineering is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	272	700	4,828	4,900	0	0	0	10,428	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	10,700	272	700	4,828	4,900	0	0	0	10,428	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2317



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling (AET) and Rehabilitate Approach Roadways

DESCRIPTION: Remove the toll plaza, realign the roadway, rehabilitate pavement, install AET gantry and toll collection equipment, overlay and restripe pavement.

JUSTIFICATION: Conversion to All Electronic Tolling (AET) will reduce travel time, increase safety and provide a reduction in toll collection and maintenance costs. The rehabilitation of the approach roadways is needed based on the condition of the existing pavement.

ASSOCIATED IMPROVEMENTS: None.

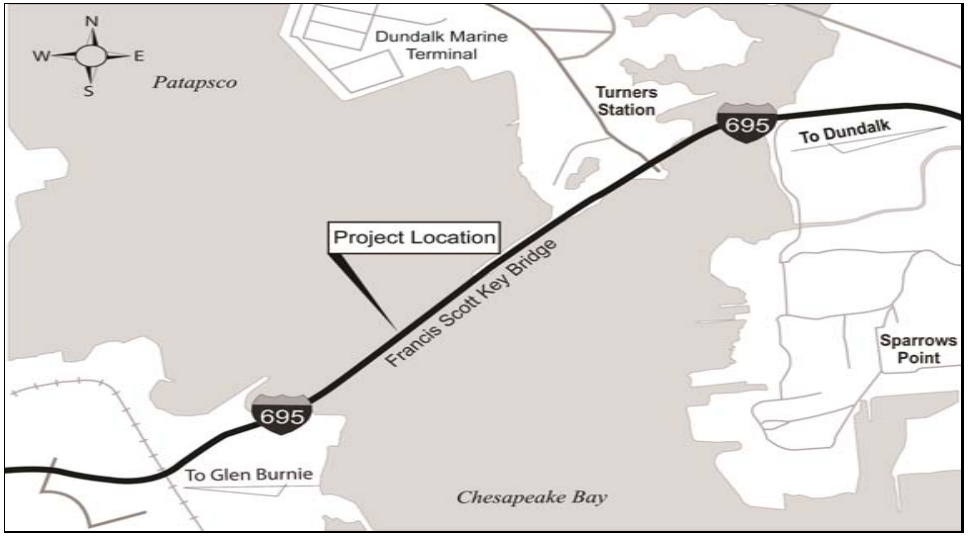
STATUS: Engineering is on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost decreased by $9.4 million due to removal of construction funding to allow for AET follow-up study required by HB389 passed during the 2014 legislative session.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	1,417	13	0	0	0	0	0	13	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	1,430	1,417	13	0	0	0	0	0	13	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2273



PROJECT: MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling (AET)

DESCRIPTION: Remove the toll plaza and tunnel, realign the roadway, install AET gantry and toll collection equipment, overlay and restripe pavement.

JUSTIFICATION: Conversion to All Electronic Tolling (AET) will reduce travel time, improve safety and provide a reduction in toll collection and maintenance costs.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:
Engineering is on hold to allow for AET follow-up study required by HB389 passed during the 2014 legislative session.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2017....	....2018....	....2019....	....2020....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,707	1,422	285	0	0	0	0	0	285	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	1,707	1,422	285	0	0	0	0	0	285	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2304

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior		
	BALTIMORE HARBOR TUNNEL		
1	Rehabilitate Tunnel Lighting and Control System (0264)	2,663	Complete
2	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,550	Complete
3	Zone Paint Various Bridges (2279)	2,428	Complete
4	Canton & Fairfield Vent Building Envelope & Evase Repairs (Engineering only) (2306)	1,050	Underway
5	Rehab Structure of Various Bridges on I-895 from I-95 to I-695 (Engineering only) (2372)	750	Underway
6	Rehab Structure of Various Bridges on I-895 from North of Tunnel to I-95 (Engineering only) (2371)	750	Underway
7	Rehab Structure of Various Bridges on I-895 Spur and North of I-695 to Tunnel (Engineering only) (2370)	750	Underway
8	Rehabilitate K-Truss Approach Spans (2334)	6,128	Underway
9	Rehabilitate Tunnel Standpipe and Sump Pump Systems (Engineering only) (2363)	500	Underway
10	Replace HVAC at Administration Building (2308)	2,659	Underway
11	Rehabilitate Baltimore Harbor Tunnel Liner (Engineering only) (2376)	500	Underway
12	Rehabilitate Tunnel Deck (Engineering only) (2389)	300	Underway
13	Repair Slopes and Drainage Along Baltimore Harbor Tunnel Thruway (Engineering only) (2380)	500	Underway
14	Repaint Harbor Tunnel Switchgear Enclosures (2330)	860	Spring, 2015
	F.S.KEY BRIDGE		
15	Clean and Paint Structural Steel at Bear Creek Bridges (2252)	4,230	Complete
16	Reconstruct Service Road #3 (2234)	2,684	Complete
17	Replace HVAC at FSK Campus and OEC Building Roof (Engineering only) (2319)	323	Underway
18	Rehab Substructure and Superstructure of Various Bridges on FSK Facility (Engineering only) (2374)	750	Underway
19	Rehabilitate Bridges on I-695 over Curtis Creek (Engineering only) (2375)	1,050	Underway
	FORT MCHENRY TUNNEL		
20	Repair Hanover Street Ramp (2157)	1,617	Complete
21	Replace Administration Building Generator (2138)	365	Complete
22	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	3,138	Complete

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	FORT MCHENRY TUNNEL (cont'd)		
23	Replace Roof of Maintenance Building (2301)	861	Complete
24	Repair Vent Fans (Engineering only) (2251)	499	Underway
25	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
26	Replace Salt Barn (Engineering only) (2299)	175	Underway
27	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,668	Underway
28	Zone Paint Various Bridges North of Tunnel (2256)	6,650	Underway
29	FMT West Vent Building Settlement and Building Repairs (Engineering only) (2357)	250	Underway
30	Improve Landscaping (2352)	485	Underway
31	Renovate 5th Floor at East Vent Building (Engineering only) (2364)	950	Underway
32	Replace Generator at Maintenance Building (2348)	414	Underway
33	Rehab Substructure and Superstructure of Various Bridges on I-95 in Baltimore City (Eng. Only) (2397)	750	Underway
34	Replace Underground Storage Tanks at FMT Administration (Engineering only) (2381)	300	Underway
35	Modify I-95 and I-395 Superstructure and Piers (2354)	6,800	Spring, 2015
36	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	4,750	Spring, 2015
	HATEM BRIDGE		
37	Rehabilitate Substructure and Superstructure of Thomas J. Hatem Memorial Bridge (Engineering only) (2368)	450	Underway
38	Replace HVAC at Administration Building and Scale Houses (2303)	943	Underway
	KENNEDY HIGHWAY		
39	Clean and Paint Structural Steel on Various Bridges - Phase II (2257)	6,276	Complete
40	Overlay Deck & Repair - Bouchelle Road & MD 213 Bridges over I-95 (2275)	2,041	Complete
41	Renovate HVAC System at Administration Building (2272)	1,022	Complete
42	Land Acquisition and Equipment to Support I-95 Improvements (2136)	5,033	Underway
43	Zone Paint Various Bridges - Phase III (2281)	3,863	Underway
44	Replace Navigational Lighting on the Tydings Bridge (2332)	425	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	KENNEDY HIGHWAY (cont'd)		
45	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (2218)	899	Underway
46	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	3,400	Underway
47	Rehabilitate Parking Lots and Access Roads at JFK Administration (Engineering only) (2379)	150	Underway
48	Resurface I-95 NB from the Tydings Bridge to the Maryland/Delaware State Line (Engineering only) (2393)	110	Underway
49	Resurface I-95 SB from the Maryland/Delaware State Line to the Tydings Bridge (Engineering only) (2394)	110	Underway
50	Structural Rehab to Various Bridges on I-95 in Baltimore and Harford Counties (Engineering only) (2383)	750	Underway
51	Structural Rehab to Various Bridges on I-95 in Cecil County (Engineering only) (2382)	750	Underway
52	Travel Time System (2373)	817	Underway
53	Replace Light Poles North of ETL into Cecil County (2323)	8,325	Spring, 2015
	MULTI-AREA		
54	Furnish and Install Radiax Cable within Tunnels (2156)	1,768	Complete
55	On-Call Structural Repairs and Miscellaneous Modifications (2176)	14,139	Complete
56	Repair and Modify Miscellaneous Roadway Lighting (1913)	5,362	Complete
57	Fatigue Retrofits for Various Structures (2219)	1,445	Complete
58	Overlay Bridge Decks and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,641	Complete
59	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	1,895	Complete
60	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	4,784	Underway
61	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,629	Underway
62	Replace Navigational Lighting Systems at Francis Scott Key, Nice Memorial and Bay Bridges (2074)	2,787	Underway
63	On-Call Miscellaneous Electrical Repairs (2236)	1,901	Underway
64	On-Call Structural Repairs and Miscellaneous Modifications (2254)	17,082	Underway
65	Implement Video Citation Process (2294)	3,950	Underway
66	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	9,152	Underway
67	On-Call Facility/Building Repairs (2240)	2,309	Underway
68	On-Call Miscellaneous Paving Repairs (2335)	7,686	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
69	On-Call Structural Repairs and Miscellaneous Modifications (2291)	15,782	Underway
70	On-Call Structural Repairs and Miscellaneous Modifications (2296)	9,341	Underway
71	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	4,644	Underway
72	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
73	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	9,435	Underway
74	On-Call Sign Structures (2298)	2,882	Underway
75	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	4,789	Underway
76	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	7,994	Underway
77	Facility-Wide Culvert and Pipe Rehabilitation (Engineering only) (2390)	200	Underway
78	Furnish and Install License Plate Recognition Systems (2360)	1,723	Underway
79	Install E-ZPass Back-Up Site (2225)	3,687	Underway
80	Replace Generators at JFK, WPL, BHT and FSK (2265)	3,054	Underway
81	Equipment Budget (1702)	6,440	Ongoing
82	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	7,620	Spring, 2015
83	On-Call Drainage and Stormwater Remediation (2366)	4,325	Spring, 2015
84	On-Call Electrical and ITS (2345)	6,914	Spring, 2015
	NICE BRIDGE		
85	Replace Generators at Administration and Maintenance Buildings (2328)	683	Complete
86	Replace Roofs of Administration and Maintenance Buildings and Rehab Roof of Metal Storage Building (2302)	452	Complete
87	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	614	Underway
	POINT BREEZE		
88	Point Breeze - Second Floor Renovation (2295)	6,542	Underway
89	Replace Roof and Repair Brick Masonry at 2310 Point Breeze Building (2242)	1,606	Underway
90	Demolition of Point Breeze Power Plant Building (Engineering only) (2398)	400	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

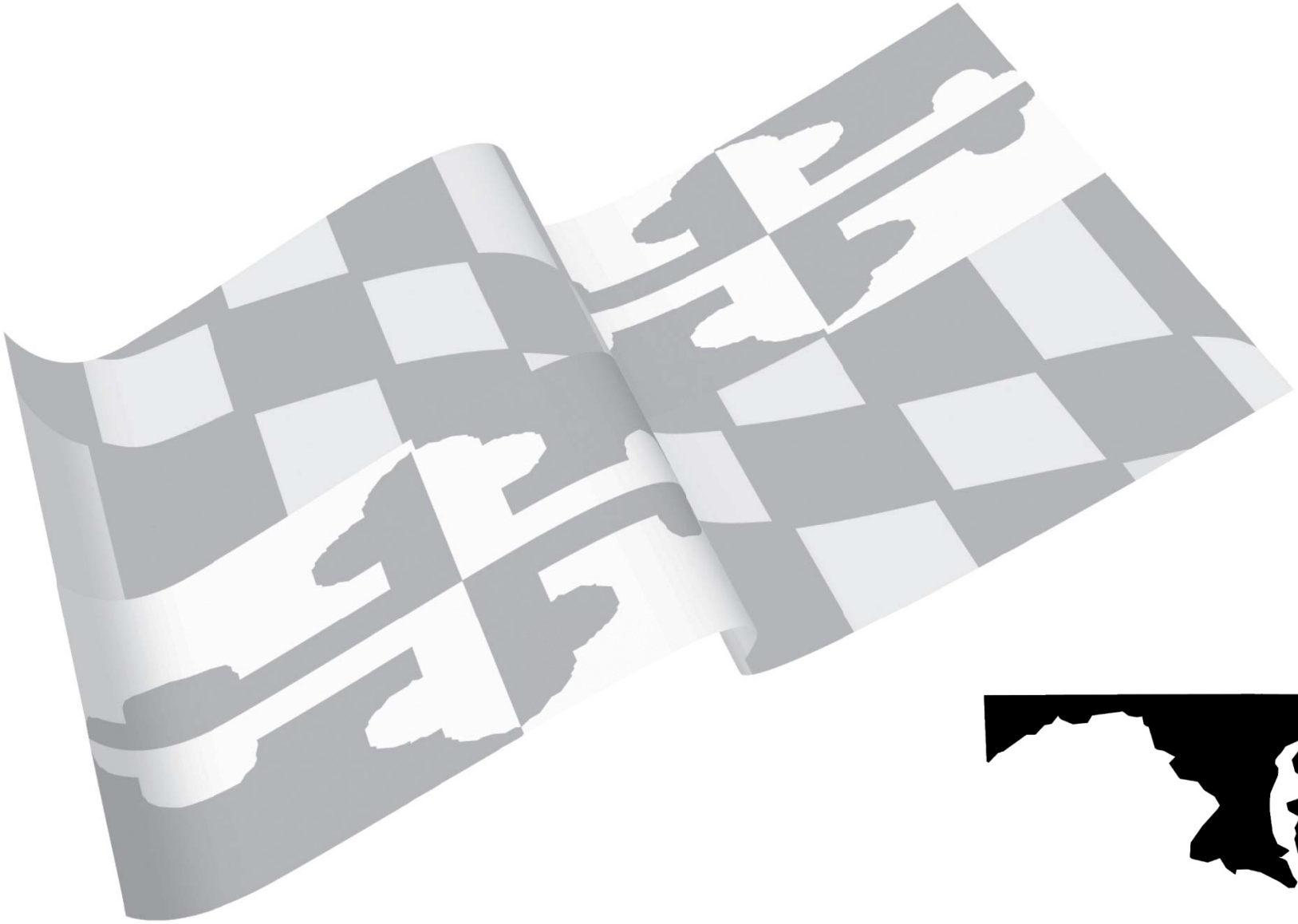
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 and Prior (cont'd)		
	POINT BREEZE (cont'd)		
91	On-Call Facility and Building Repairs for Point Breeze (Engineering only) (2400)	150	Underway
92	Renovate MDTA Headquarters - 1st Floor (2356)	4,275	Spring, 2015
	W. P. LANE BRIDGE		
93	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,710	Complete
94	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	1,239	Complete
95	Install Four Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,205	Complete
96	Modify WPL Crossover and Resurface EB and WB Approaches (Engineering only) (2344)	391	Underway
97	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	590	Underway
98	Renovate Conduit Hangers - WB Span (2267)	1,067	Underway
99	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	736	Underway
100	Modify WPL Lane Use System (2340)	1,049	Underway
101	Repair Toll Plaza Concrete Paving (2318)	4,954	Underway
102	Replace Acoustic Monitoring on Eastbound Bay Bridge (2341)	1,913	Underway
103	Replace HVAC at Bay Bridge Campus Buildings (Engineering only) (2362)	274	Underway
104	Seal Deck of WB Bay Bridge (Engineering only) (2369)	400	Underway
105	Rehabilitate Bay Bridge Staging Dock (Engineering only) (2392)	300	Underway
106	Rehabilitate Toll Plaza Canopy and Plaza Lighting at BB Facility (Engineering only) (2378)	150	Underway
107	Renovate Buildings at Bay Bridge Facility (Engineering only) (2377)	500	Underway
108	Replace EB Bay Bridge Trolley System (Engineering only) (2391)	200	Underway
	FY 2016		
	F.S.KEY BRIDGE		
109	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	6,010	Summer, 2015

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	FORT MCHENRY TUNNEL		
110	Install Fresh Air Duct Lighting (2367)	2,912	Spring, 2016
	KENNEDY HIGHWAY		
111	Rehab Corrugated Pipe Culverts (2359)	1,111	Spring, 2016
	MULTI-AREA		
112	Allocated Long Range Capital Needs Reserve (2325)	59,515	Ongoing
113	Equipment Budget (1702)	7,750	Ongoing
114	System Preservation Allocated Reserve (1979)	3,436	Ongoing
115	System Preservation Unallocated Reserve (1981)	2,000	Ongoing
116	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	11,565	Summer, 2015
117	On-Call Structural Repairs and Misc. Modifications (2387)	11,565	Summer, 2015
118	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Fall, 2015
119	On-Call Structural Repairs and Misc. Modifications (2388)	11,565	Fall, 2015
120	Deck Sealing and Miscellaneous Repairs to Bridges on I-95 (FMT) and I-695 (FSK) (2326)	7,119	Spring, 2016
121	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	6,500	Spring, 2016
122	Upgrade Fire Alarm and Security Systems (2358)	3,980	Spring, 2016
	NICE BRIDGE		
123	Rehabilitate Substructure and Superstructure of Nice Bridge (2395)	3,200	Spring, 2016
	POINT BREEZE		
124	Replace Rooftop HVAC at Headquarters Building (2399)	630	Summer, 2015
125	Rehabilitate MDTA 2340 Building (2350)	1,953	Fall, 2015

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2016 (cont'd)		
	POINT BREEZE (cont'd)		
126	Rehabilitate Point Breeze Parking Lots (2365)	834	Fall, 2015
	W. P. LANE BRIDGE		
127	Replace 5KV Feeder on Eastbound Bay Bridge (2329)	8,270	Fall, 2015
128	Replace Eastbound Bay Bridge Navigational Lighting (2347)	1,586	Fall, 2015



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.