Maryland Department of Transportation

2013 STIP

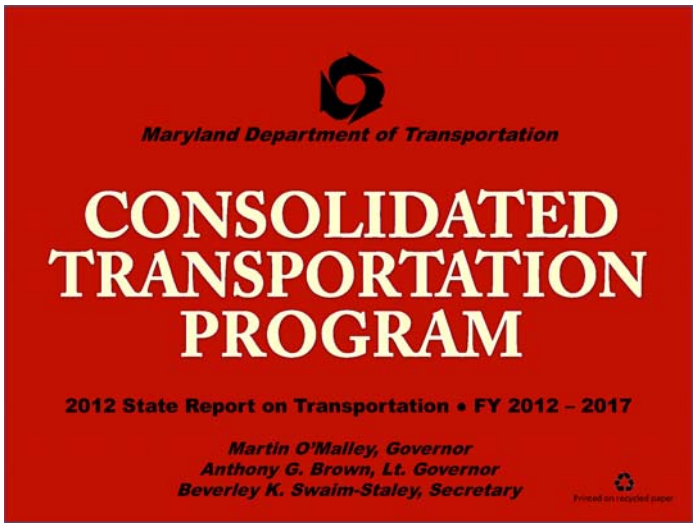
2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Part 1: Executive Summary

Part 2: Metropolitan Transportation Improvement Programs

Part 3: Highway Program Documentation

FY 2012-2017 Consolidated Transportation Program



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

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

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Maryland Department of Transportation

2013 Maryland Statewide Transportation Improvement Program: Part 1 Executive Summary

1.0 Introduction

The Fiscal Year 2013 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains Federally funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216, and provisions of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (*SAFETEA-LU*)*. Maryland's STIP is developed through a collaborative effort between MDOT's five Modal Administrations (State Highway Administration, Maryland Transit Administration, Maryland Motor Vehicle Administration, Maryland Aviation Administration, Maryland Port Administration), the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's six Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by State law requiring the Secretary of Transportation to visit with, and present to each of the State's county jurisdictions and City of Baltimore, the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP). The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and effectively fulfils the intent of SAFETEA-LU legislation.

Maryland's 2013 STIP contains three parts.

Part 1: Executive Summary – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation. This section also contains the Statewide Maryland Transit Administration projects.

Part 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the six MPOs TIPs without change as required by SAFETEA-LU. Please reference the appropriate TIP for all urban area transit and highway projects.

Part 3: Highway Program Documentation – This section contains the Fiscal Year 2012-2017 Maryland Consolidated Transportation Program (CTP), Maryland's six-year capital program for transportation projects. The STIP references the CTP information from the years 2013-2017 for the State Highway Administration projects.

Please note that the TIPs contain the same information as the CTP. Please reference the TIPs for urban area transit and highway projects. Pease reference the CTP for rural area highway projects. For rural/statewide area transit projects, please reference Appendix J of Part 1 Executive Summary.

The 2013 STIP, all TIPS, and the 2012-2017 CTP, as well as previous STIPs and CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website:
http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html

2.0 Overview of Transportation Planning Agencies

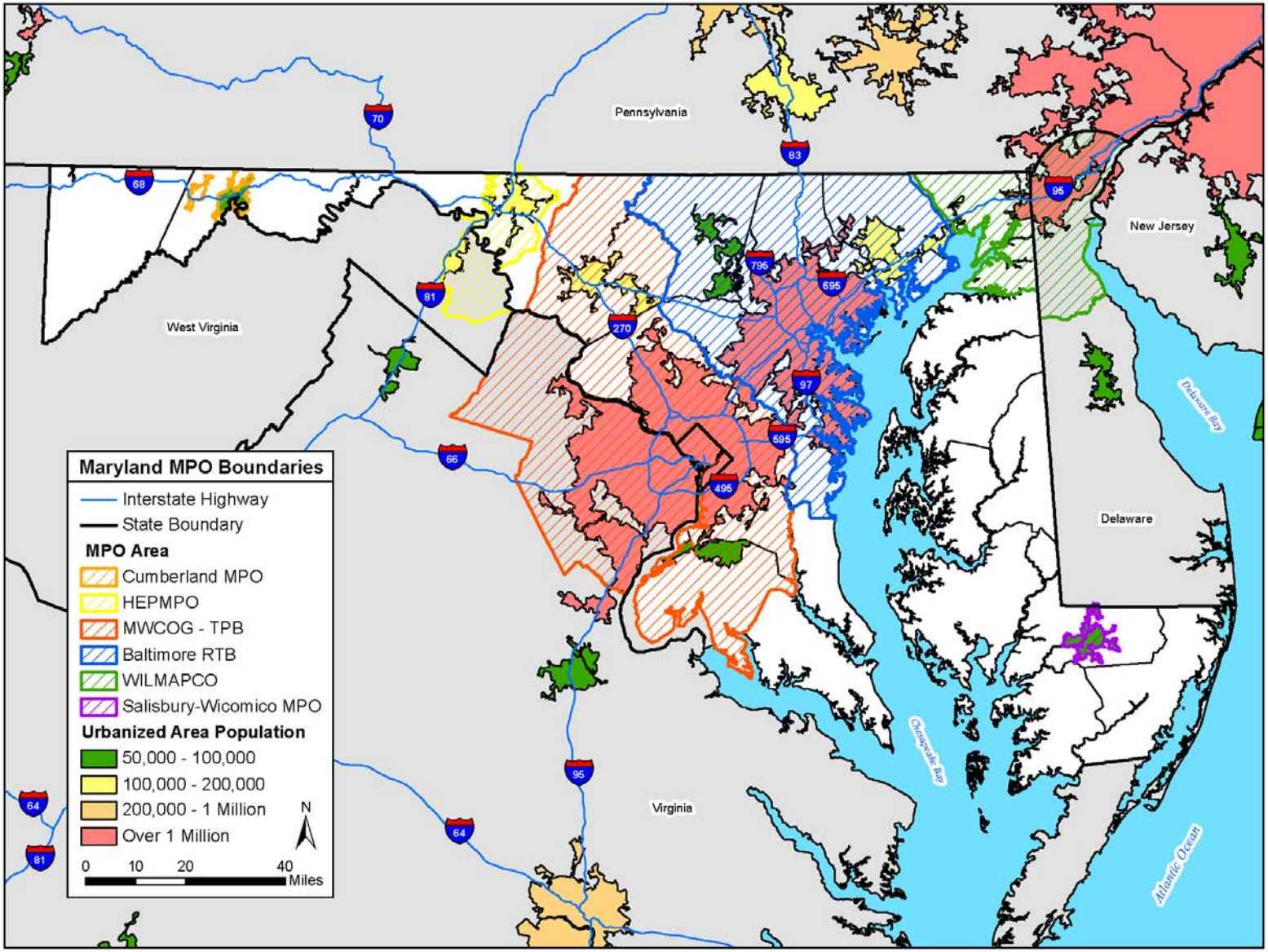
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five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

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

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

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

Figure 2.1 Maryland's Metropolitan Boundaries



3.0 Key Transportation Planning Documents

State Report on Transportation

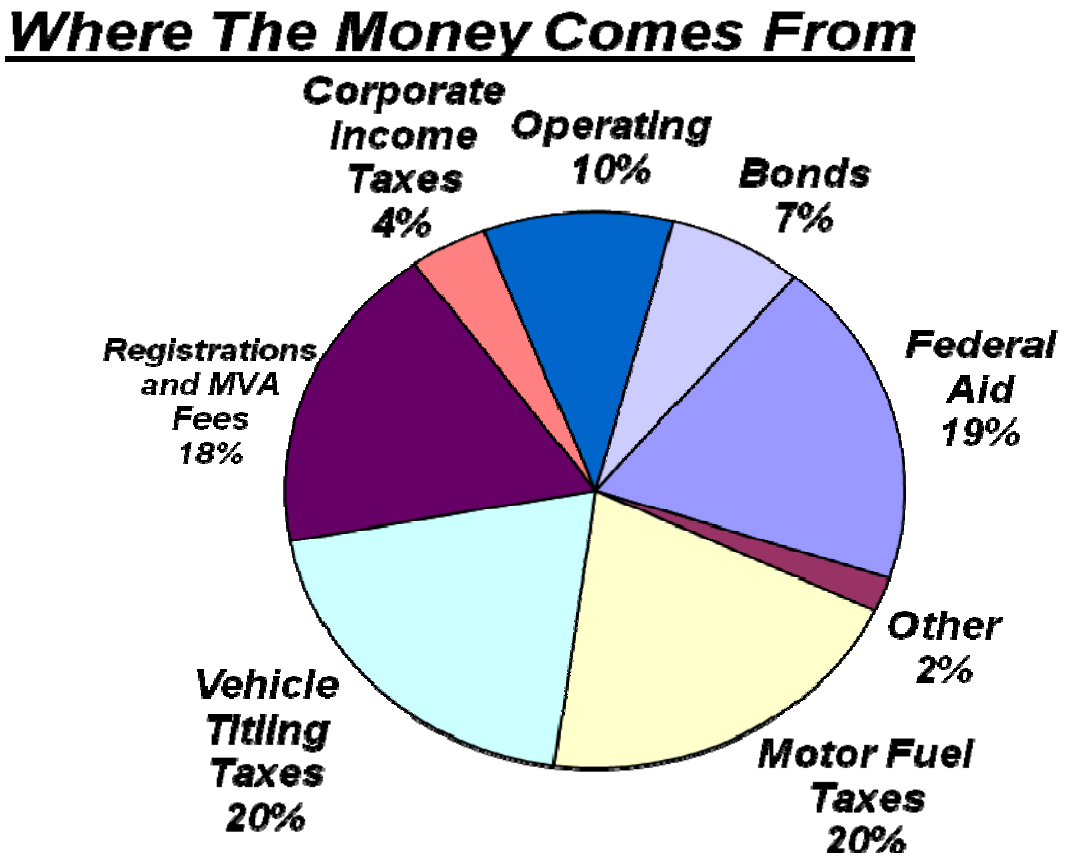
Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html .

The *2009 Maryland Transportation Plan (MTP)* establishes MDOT's 20-year vision for a world class multimodal transportation system and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both State and Federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions. A description of the five goals is included below:

- ***Quality of Service:*** Enhance user's access to and positive experience with all MDOT transportation services;
- ***Safety and Security:*** Provide transportation assets that maximize personal safety and security in all situations;
- ***System Preservation and Performance:*** Protect Maryland's investment in its transportation system to preserve existing assets and maximize the efficient use of resources and infrastructure;
- ***Environmental Stewardship:*** Develop transportation policies and initiatives that protect the natural, community and historic resources of the State and that encourage development in areas best able to support growth;
- ***Connectivity for Daily Life:*** Support continued economic growth in the State through strategic investments in a balanced, multi-modal transportation system.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 13 of the CTP). Projects from all Modal Administrations and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not Federally funded. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2012 – 2017



In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the CTP/STIP. The resulting Maryland State law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

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

Highway Needs Inventory

The Highway Needs Inventory (HNI) is a technical reference and planning document that identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction. The HNI is required under Transportation Article 8 of the Annotated Code of Maryland (Title 8, § 610). The SHA's Regional and Intermodal Planning Division (RIPD) works with the counties, the SHA Engineering Districts, the Highway Information Services Division, the Project Planning Division, the Office of Traffic and Safety, and the Office of Real Estate to select projects for inclusion in the HNI and develops project information for the HNI. The projects identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. The HNI is not a construction program and the inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts. The HNI is a truly collaborative effort that serves as the major project source document for SHA's portion of the CTP, and can be found here: http://www.sha.maryland.gov/Index.aspx?PageId=509

Metropolitan Planning Organization Transportation Plans and Programs

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

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

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

[1] http://www.fhwa.dot.gov/environment/conformity/ref_guid/chap2.htm

Statewide Transportation Improvement Program

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

4.0 Maryland's STIP Development

Process Overview

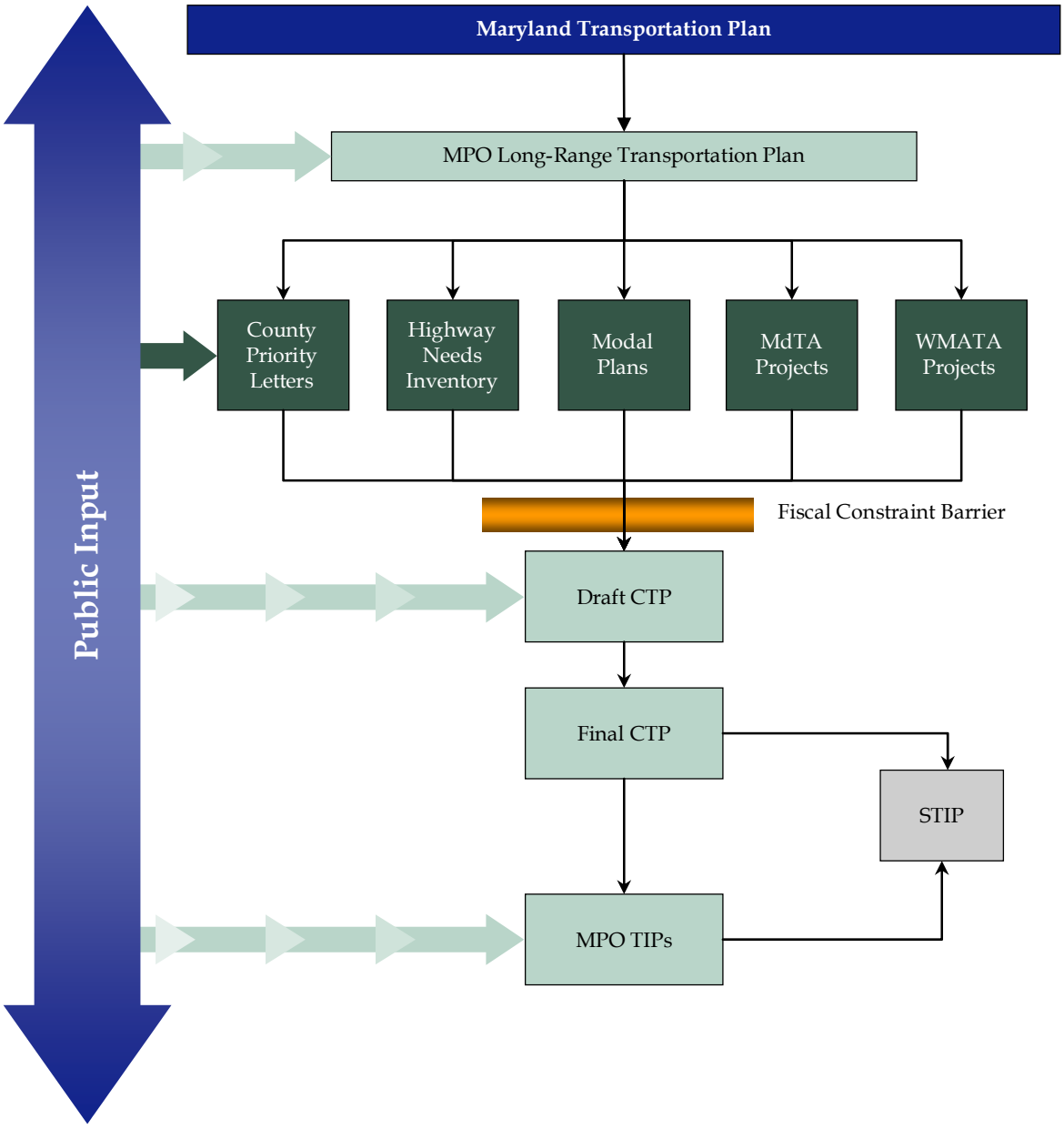
The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long-range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Modal Administrations, SHA District Engineers, and county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

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

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

and arterial improvements, although most counties request some element of transit funding.

Figure 4.1 STIP Development Process



Priority letters are typically received in the spring-summer as the draft CTP/STIP is developed. All recent priority letters can be found on the MDOT website: http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/County_Priority_Letters/Letters.html . MDOT conducts several meetings with county staff, MPOs, and SHA district engineers to discuss the priorities listed. At the end of the summer, MDOT meets with local officials at the Maryland Association of Counties (MACo) conference to continue discussions about priority projects.

Once the official draft CTP/STIP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Modal Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP/STIP. In preparation for the Tour, MDOT conducts staff level meetings with each of the Counties and Baltimore City called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2011 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP/STIP.

Table 4.2 CTP 2011 Fall Tour Annual Consultation Meetings

2011 Date	County	Time	Location
September 15	Montgomery	7:00 pm	Rockville
September 20	Calvert	10:30 am	Prince Frederick
	St. Mary's	2:00 pm	Leonardtown
September 22	Frederick	7:00 pm	Frederick
September 29	Harford	2:00 pm	Aberdeen
October 3	Anne Arundel	3:00 pm	Annapolis
October 5	Prince George's	2:00 pm	Cheverly
October 6	Washington	10:00 am	Hagerstown
	Allegany	3:00 pm	Cumberland
October 7	Garrett	10:00 am	Oakland
October 11	Caroline	10:30 am	Denton
	Talbot	3:30 am	Easton
	Dorchester	7:00 pm	Cambridge
October 19	Charles	6:00 pm	LaPlata
October 27	Baltimore County	2:00 pm	Towson
October 27	Howard	7:00 pm	Ellicott City
November 1	Queen Anne's	2:30 pm	Centerville
	Kent	6:15 pm	Chestertown
November 3	Carroll	1:30 pm	Westminster
November 4	Cecil	2:30 pm	Elkton
November 14	Baltimore City	10:00 am	Baltimore
November 15	Worcester	10:30 am	Snow Hill
	Somerset	2:00 pm	Princess Anne
	Wicomico	7:00 pm	Salisbury

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation

interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland (TAM) – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination. The Maryland Rural Consultation Process can be found here: http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/STIPandTIP/Documents/MDOT_NonMetropolitanConsultativeProcessBrochure.pdf

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

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

MDOT Planning Factors and Coordination

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

System Preservation

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. For example, roads must be re-paved, safety improvements implemented, aging bridges rehabilitated, and buses and trains repaired and replaced. In the face of growing travel demand, increasing construction and equipment costs, limited resources, and ever-present needs for system expansion, MDOT must make the most efficient use of its existing system. To ensure the most productive use of the State's transportation system, asset maintenance and preservation are prioritized to extend the useful life of existing facilities and equipment in a fiscally responsible manner. MDOT seeks to maximize the value and performance of current resources in order to capture all of the benefits from the existing system before making new investments. Currently, system preservation accounts for 51% of MDOT's capital expenditures.

Safety and Security

Ensuring the safety and security of Maryland residents and others who travel through the State's airports, seaports and on buses, highways and trains is vitally important. MDOT is committed to providing safe travel to all its customers and to protecting the safety of MDOT's workforce and contractors. Safety considerations are integral to all MDOT

design and operational activities. In addition, threats to the security of travelers and to transportation assets have received heightened attention and MDOT is committed to taking advantage of new technologies and cost effective counter-measures to reduce transportation system vulnerabilities. Each Modal Administration institutes both safety and security measures, with MDOT continuing to support these actions and strategies across the State transportation system.

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and strategic, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives as well as strategies within key emphasis areas. The SHSP has just been updated to cover years 2011-2015, with a concentrated effort to become even more strategic and focused. The number of emphasis areas was reduced from 14 to six. In addition, the SHSP has incorporated the AASHTO/FHWA supported *Toward Zero Deaths* philosophy as its underlying principal. The Maryland Highway Safety Office is in complete concurrence with the *Toward Zero Deaths* initiative. This principal sets goals of reducing motor vehicle-related fatalities and injuries by one-half by 2030. The SHSP interim annual targets through the life of this particular SHSP are based on this methodology and have been set accordingly.

The SHSP provides the framework for Maryland to apply the best solutions to solving its most critical highway safety problems. The continued active involvement of various stakeholders, along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures broad support throughout the five-year life of the plan, promises effective implementation of the plan, and supplies guidance to reach the ultimate goal of saving lives. [2]

Environmental Planning Factors

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

- SHA actively tracks the amount of wetlands and streams that are restored during and following each project where applicable;
- Each PIF in the CTP contains a section addressing the impact of the project in relation to Maryland's Smart Growth guidelines; and
- The AR contains a discussion about MDOT's environmental mitigation strategies and efforts.

In support of Governor O'Malley's Smart, Green and Growing Initiative, SHA has entered into a partnership with the Federal Highway Administration (FHWA), the Maryland Department of Public Safety and Correctional Services (DPSCS) and the Maryland Department of Natural Resources (DNR). The agencies are working together to plant one million trees across Maryland by 2011. This effort, funded by SHA through a

[2] http://www.marylandroads.com/index.aspx?pageid=240

Transportation Enhancement Program grant, completed the first spring plantings of approximately 152,000 trees, utilizing inmate labor. The trees comprise nearly 250 acres at eight State parks across the State.

Since 2000, MDOT has been engaged with other state agencies in initiatives aimed at the restoration of the Chesapeake Bay. Under "Chesapeake 2000" the formal agreement amongst the Bay states, MDOT committed to:

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

SHA further supports the Bay effort through its environmental stewardship projects, with the goal of restoring 200 acres of wetlands and 5 miles of streams by 2011; and by upgrading its septic systems to include Enhanced Nitrogen Removal technologies.

Coordinated Public Transit - Human Services Transportation Plan

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

To respond to the new federal requirements, the Maryland Transit Administration (MTA) lead the development of a statewide plan and five regional Coordinated Transportation Plans in October 2007. These plans were updated in 2010. These planning efforts not only cover Section 5310, JARC, and New Freedom Programs, but also include the wide spectrum of services offered by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans assessed the transportation needs of older adults, people with disabilities and low income workers, developed strategies for addressing identified gaps and approving efficiencies of services, and prioritized specific strategies for implementation. In addition, these plans identify potential organizations or structures to implement coordinated activities and potential new coordinated services."[3]

[3] http://www.kfhgroup.com/Background.htm

5.0 Linking Maryland's STIP to SAFETEA-LU

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

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

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

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

1. Non-Attainment: Represents a locality where air pollution levels exceed National Ambient Air Quality Standards.

    a. Ozone – Frederick, Montgomery, Prince George's, Charles, Calvert, Anne Arundel, Howard, Carroll, Baltimore, Harford, Cecil, Kent, and Queen Anne's Counties as well as Baltimore City are presently classified as non-attainment.

    b. Particulate Matter (PM) 2.5 – Washington, Frederick, Montgomery, Prince George's, Charles, Anne Arundel, Howard, Carroll, Baltimore, and Harford Counties as well as Baltimore City.

2. Maintenance: This is a locality where an approved air quality improvement plan has been implemented with the goal of re-designating it as an attainment area.

    a. Carbon Monoxide – portions of Montgomery and Prince George's Counties as well as portions of Baltimore City.

    b. Ozone – includes Kent and Queen Anne's County (see below).

3. Early Action Compact (EAC): These localities will take immediate action to begin reducing air pollution one to two years earlier than required by the Clean Air Act.

    a. Ozone – Washington County submitted its Early Action Compact (EAC) to the EPA on March 25, 2004 and the plan was approved for implementation on April 15, 2004. Washington County met all of the required EAC milestones and

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

Air quality conformity tests and Federal conformity findings are conducted for the Baltimore and Washington metropolitan TIPs for both ozone and PM 2.5. The WILMAPCO TIP is tested for Ozone and the HEMPO TIP is tested for PM 2.5. Additionally, all MPO TIPs must be properly certified regarding air quality conformity in order to permit projects to be included in the STIP. This certification is included within each MPO TIP and in this report as Appendix A.

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

(c) Non-Metropolitan Area Coordination: Development of the STIP is not complete until the needs and priorities of non-metropolitan areas are included. MDOT has developed the "Non-metropolitan Area Consultative Process" in order to comply with Federal transportation planning requirements. This policy provides a process for non- metropolitan areas and non-metropolitan elected officials to be involved in Statewide transportation planning that spans across all modes. Section 4.0 also described the annual CTP/STIP Fall Tour, a key component of Maryland's outreach to non-metropolitan areas and other coordination efforts with non-metropolitan areas pursued by MDOT. Process details can be found on MDOT's website: http://www.mdot.state.md.us/Planning/STIPandTIP/STIPandTIP .

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

(e) Federal Lands Highway Program (FLHP) TIP: The STIP includes all FLHP projects that have been approved by FHWA without modification (see Appendix G).

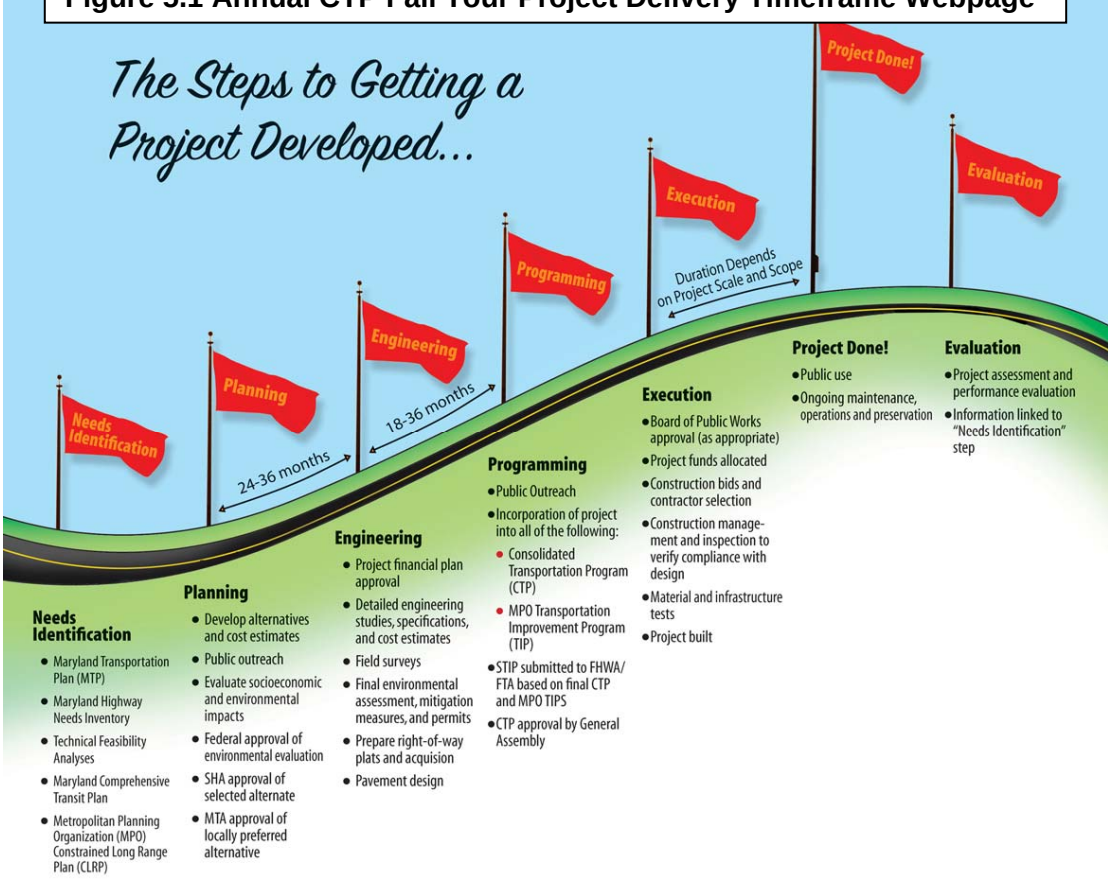
(f) Public Comment: The STIP is developed within an inclusive, accessible, and responsive public involvement process. As mentioned under "(b) MPO Coordination and Air Quality Attainment," each TIP is been subject to its own public comment process and review period. Several public outreach attributes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

For the 2012 – 2017 CTP, MDOT has provided additional visualization and public outreach materials. MDOT also created a CTP Website to provide information about the CTP process and about how planning at MDOT is conducted as well as information about the following "Hot Topics": Base Realignment and Closure (BRAC), Innovative Finance, Transit Oriented Development (TOD), Freight Transportation, & Intermodal Connections. Also posted on the website was the 2011 Fall Tour schedule and directions for interested parties wishing to attend a CTP Fall Tour. The website also highlighted transportation

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

Finally, a notable challenge facing the transportation field is communicating to the public the time required to conceptualize, plan, and build transportation projects. To address this challenge, the CTP website included a webpage titled "Project Delivery Timeframe" (see Figure 5.1[4]) to better communicate these ideas. The 2012 – 2017 CTP website provided an ideal venue through which the project process could be further clarified.

Figure 5.1 Annual CTP Fall Tour Project Delivery Timeframe Webpage



(g) Capital and Non-Capital Project for Specific Federal Funds: The CTP separately lists bicycle and pedestrian projects programmed annually and can be found on page A-28. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR. Appendices B and C contain an annual lists of projects for which funds have been obligated in the previous year.

(**h) Regionally Significant Projects**: The 2013 STIP includes projects of regional significance. For example, the CTP includes a section on transportation improvements related to the U.S. Department of Defense's BRAC process. For conformity purposes, all

[4] Posted on MDOT website during 2011 Fall Tour.

MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(i) Project / Phase Summary Reports: For each project to be included in the STIP, MDOT creates a summary Project Information Form (PIF), which is a summary of information for each project as shown on the next page in Figure 5.2, including:

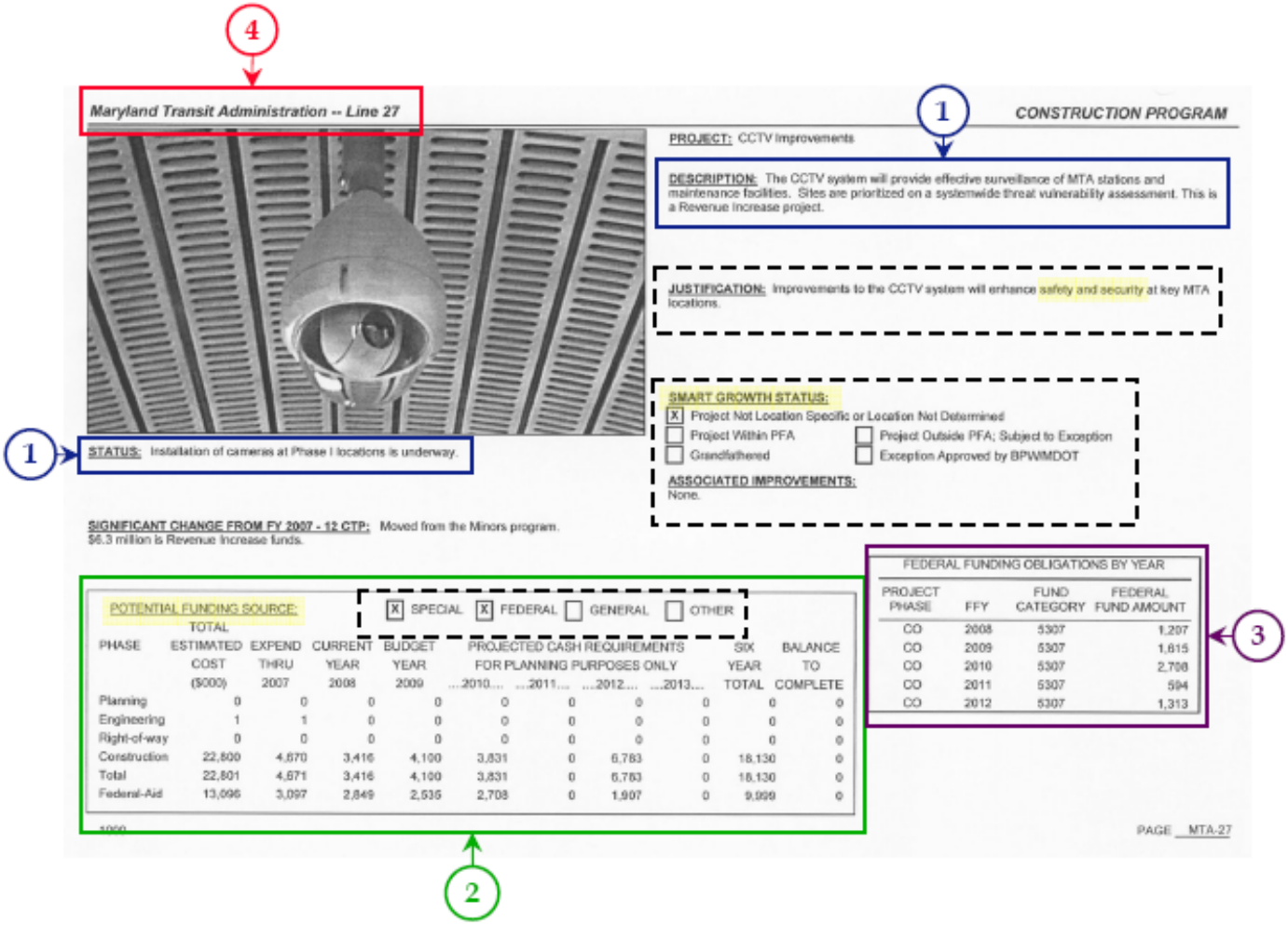
1) Description of the work, project length, and phase (if applicable);
2) Estimated total project cost or cost range (some projects may extend beyond the timeframe of the STIP);
3) Amount of Federal dollars obligated over the years needed to implement the project; and
4) Name of the agency or agencies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

Other important data may be included on the PIF, such as a map illustrating the location and size of a project, an image illustrating the type of project, project justification, other non-Federal funding sources, and Smart Growth Status (see Figure 5.2). Chapter 725 also requires that for projects in the Construction Program, the appropriate State Goals from the State Transportation Plan (MTP) be identified.

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

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

Figure 5.2 Project Information Form (PIF) Illustration



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

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

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2009 Maryland Transportation Plan (MTP)* provided policy guidance for the 2013 STIP development. The MTP in turn provides overall policy direction for Maryland's six MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: In addition to project specific funding information, MDOT includes two financial sections in its CTP. The first section titled "Where the Money Comes From" (page 5 of the CTP) details the various inputs to the Transportation Trust Fund (TTF), which is Maryland's dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by Federal aid, operating revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

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

The total projected Trust Fund revenues amount to $9.89 billion for the period covered by the FY 2013 STIP/2012 CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 30 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their transportation needs.

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

MdTA is independently funded through tolls, concessions, investment income, revenue bonds, and miscellaneous sources, thus its funding sources are separate from both the TTF and the State's General Fund. While there is no federal funding associated with any of the MdTA projects, the projects that MdTA constructs that are considered "Regionally Significant" can be found in the appropriate Metropolitan TIP. Please reference the TIPs for the project information: The I-95 projects are included in the BRTB TIP, the ICC project is included in the TPB TIP and the Nice Bridge is included in the TPB TIP.

The ICC Project is also funded by means other than tolls. The project will also use GARVEE bond funding and NHS funding, as detailed in both the TPB TIP and in Appendix D.

Another source of funding that is accounted for in the STIP includes local Congressional earmarks. Local earmarks can be found in the Minor Projects section of the SHA County PIF pages.

The CTP's second section titled "Where the Money Goes" (page 13 of the CTP) describes how the TTF supports the operation, maintenance, and preservation of State transportation systems as well as MDOT administration, debt service, and capital projects. As a dedicated funding source, the TTF provides maximum flexibility in financing transportation throughout the State to foster intermodal solutions. Additionally, because transportation needs are not paid for using the State's General Fund, transportation need not compete with other State programs and expenditures for funding.

The revenue and cost estimates for the CTP/STIP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transportation operators. The CTP describes the economic trends and assumptions that were used to estimate MDOT's revenue and operating cost projections. The CTP also describes the assumptions used to estimate Federal-aid for highways, transit, WMATA and aviation (see CTP pages 10-13).

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2013 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

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

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

The 2013 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, special, general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. All project and funding details in the STIP has been scrutinized and approved by the Maryland General Assembly and Governor through the annual budget process.

SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during each fiscal year. The cash flows used are the same as those carried in the Department's six-year CTP. Federally funded projects are added to the program only when there is sufficient obligation authority (OA) remaining after providing for projects already underway. For planning purposes, the OA is calculated at a rate of 80% - 93% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

Additionally, SHA utilizes Toll Credits to manage the funding for highway improvements Toll Credits for non-federal share are a provision in United States Code (USC) that allow states to take a credit for documented non-federal expenditures by a state toll authority on routes that carry interstate commerce. The credit takes the form of replacing the federal matching share, i.e. the state share, making a project (or at least the federal eligible portions of a project) 100% federally funded. Toll credits do not give a state any more federal aid to spend; they just allow a state to use federal funds in lieu of the state match portion, which provides flexibility to better manage the use of state and federal funds. The STIP also includes fiscal constraint summary tables and explanation worksheets for SHA and for Statewide projects (see Appendix D and Appendix E).

Appendix A

Statement of Self-Certification

Appendix B

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

Appendix C

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

Appendix D

SHA Financial Constraint Summary Table and Explanation Worksheet

Appendix E

Statewide Financial Constraint Summary Table and Explanation Worksheet

Appendix F

ARRA Summary

Appendix G

Eastern Federal Lands Division Projects

Appendix H

SPR Information

Appendix I

Federal Funding Sources

Appendix J

Glossary

Appendix K

Please reference the MPO TIPs for all urban Transit Projects. This appendix contains a list of the urban projects that can be found in the MPO TIPs. (MDOT is no longer using the CTP to reference our Transit Projects.)

Appendix L

This Appendix contains all Statewide Transit Projects that are not found in a MPO TIP. (MDOT is no longer using the CTP to reference our Transit Projects.)

APPENDIX A
Statement of Self-Certification

As MDOT oversees its modal agencies, there is close coordination in all aspects of project delivery. For the purposes of Self-Certification, SHA and MTA submit an annual memo to MDOT which details all of their responsibilities/requirements and how they are being met. MDOT is in the possession of or is currently compiling the following Plans, Certifications and Assurances from all processes in relation to each federal requirement, including but not limited to the following:

- Assurances
- Title VI Plan
- LEP Plan
- Self Evaluations
- Transition Plan
- Public Involvement Guidelines
- Memorandums of Understanding with MPOs
- Reviews of MPOs conducted by SHA/MTA
- Reviews conducted by Federal oversight agencies of MPOs (SHA/MTA)
- MPO Public Involvement Plans (OPCP)

If you have any questions or need additional information, please do not hesitate to contact Michael W. Nixon, Manager, Office of Planning and Capital Programming, at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us.

APPENDIX A
Statement of Self-Certification

STATEWIDE TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

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

Signature

Printed Name

Title

Date

APPENDIX B – SHA Obligated Projects, July 2010 to June 2011

APPENDIX C - MTA Obligated Projects, July 2010 – March 2012

July 2010 through March 2012 Statewide Obligations (Dollars in $000s)
Maryland Transit Administration
Prepared 4/19/2012

				Federal Funding Categories													
Mode	**Project Title**	**Project #**	**MPO**	**5307**	**5307Ann**	**5307Cec**	**5307TE**	**5316**	**5317**	**L5307**	**L5309**	**M5307**	**5309NS**	**R5309FG**	**B5309**	**BUS-LIV**	**FTA-SGR**
AGY	ADA Compliance	0266	Balt	640													
AGY	Planning Studies	0510	Balt	353													
AGY	Bridge & Subway Inspection	0608	Balt	220													
AGY	Trunked Radio Site Additions	0812	Statewide	2590													
AGY	Baltimore Red Line	0862	Balt	4754													
AGY	Purple Line	1042	Wash										3000				
AGY	Langley Park Transit Center	1164	Wash												818		
AGY	Howard Street Revitalization	1207	Balt				581									260	
AGY	Intercity Intermodal Transit Center	1235	Balt												2215		
AGY	Capital Beltway South Side Study	1420	Wash													4126	
AGY	Southern MD Commuter Bus P&R	Multiple	Statewide												9974		
Bus	Bus Equipment & Tools	1078	Balt												420		
Bus	Bus Facilities Maint. & Equipment	1096	Balt												200		
Bus	Bus Fuel/Fluids Management Sys.	1120	Balt												1440		
Bus	Kirk Division Misc. Improvements	1148	Balt	1095													
Bus	Bus Main Shop	1196	Balt														12000
Bus	Bus Wash Replacement	1421	Balt														1723
Bus	Bus Diesel Engine Replacements	1424	Balt														1366
LOTS	Rural/Small Urban Transit	0211	Statewide								7980						
LOTS	Small Urban Area Transit	0217	Statewide							7360							
LOTS	Montgomery Co. Bus Replacement	0892	Wash								3251						
LOTS	PG Co. Bus Replacement	0893	Wash								608						
LOTS	JARC	1347	Statewide					2391									
LOTS	New Freedom	1348	Statewide						1981								
LOTS	Annapolis Vehicles and Facilities	1355	Balt		1118												
LOTS	Cecil County Vehicles and Facilities	1356	Wilmapco			203											
LOTS	Howard Co. Hybrid Vehicles	1373	Balt												475		
LRT	LTR Misc Improvements Fund	0005	Balt											2292			
LRT	Rail Installation	0797	Balt											831			
LRT	PA/LED Signs Replacement	1294	Balt	3967													
MARC	Op Agreement W/Amtrak	0183	Statewide									1315					
MARC	MARC Facility Improvement Fund	0199	Wash									740					
MARC	Silver Spring Station	0254	Wash									1072					
MARC	PA/LED Signs Replacement	0430	Statewide				1120										
MARC	Op Agreement W/CSX	0687	Statewide									12821					
MARC	Diesel Locomotive Procurement (26)	1245	Statewide									3224					
Metro	Metro Railcar Ongoing Emergency R	0091	Balt											991			
Metro	Metro System Preservation Fund	0179	Balt											2487			
Metro	Station Fire Management	0457	Balt											6983			
Metro	Electrical Substation Improvements	0474	Balt	2634													
Metro	Interlocking Renewals	1223	Balt	977													
Metro	Railcar Vehicle Subsystem Overhaul	1281	Balt	1200													
Funding Totals				**18430**	**1118**	**203**	**1701**	**2391**	**1981**	**7360**	**11838**	**19172**	**3000**	**13584**	**15543**	**4386**	**15089**

APPENDIX D – State Highway Administration

APPENDIX D – State Highway Administration

Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from last line on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of** 10/1/2012 – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/1/2012, i.e. it is the sum of unobligated federal formula funds carried forward into FY 2013.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT's SAFETEA-LU summary of apportionment tables dated August 5, 2005. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FY 2013 through FY 2016 (after the expiration of SAFETEA-LU) are held constant at the FY 2009 apportionment level.
- **Federal High Priority Project Funding** - The annual HPP apportionment amount is taken directly from USDOT's SAFETEA-LU summary of apportionments tables dated August 5, 2005. Although based on historical trends HPP allocations for the period FY 2011 through FY 2013 are likely (after the expiration of SAFETEA-LU), no HPP allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds. The FY 2010 Appropriations Act includes $18.2 million in earmarks for the following SHA projects.
    - BRAC-Related Improvements, Prince George's County, MD-$2.496 million
    - BRAC-Related Improvements, Harford County, MD-$2.881 million
    - BRAC-Related Improvements, Anne Arundel County, MD-$2.753 million
    - BRAC-Related Improvements, Montgomery County, MD-$4.4 million
    - MD 4, MD2/4 to MD 235 Including Thomas Johnson Bridge and MD 235 Intersection, MD-$0.75 million
    - MD 404 Improvements in Caroline, Talbot and Queen Anne's County,MD-$0.95 million
    - US 113 Improvements in Worcester County, MD-$0.95 million
    - US 301, Charles County, MD-$0.75
    - Capital Beltway South Side Mobility Study, MD-$0.5 million
    - BW Parkway Feasibility Study-$1.0 million
    - Intersection Improvements Around State Center, Baltimore, MD-$0.5 million

  Earmarks and special allocations for the period FY 2013 through FY 2016 are likely, however, no such allocations have been assumed in this fiscal constraint analysis. There were no earmarks in the final FFY 2011 or FFY 2012 appropriations bills. SHA did receive a discretionary award from FHWA in 2011. The 2012 discretionary awards have not been announced yet.

- **American Recovery and Reinvestment Act of 2009** – This line is for the $431.0 million Maryland received for highway improvements under the ARRA Act that was signed into law on February 17, 2009.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount titled "Special Funds" is on the SHA divider page in CTP.

APPENDIX D – State Highway Administration

SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables from local jurisdictions for local work SHA has done for them, such as bridge inspections, traffic signal work, etc. The total for major projects matches the sum of "Major Projects" plus "Development and Evaluation Program" shown on the SHA divider page in the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, retrofit sound barriers and community and safety enhancement projects. The total matches that shown for "Safety, Congestion Relief and Community Enhancement" on the SHA divider page in the CTP.
- **Other System Preservation** - The listings under this heading are annual allocations (budgets) for: Part I and Part II SPR; facilities, equipment and environmental compliance initiatives for SHA facilities and operations; preservation and enhancement of truck weight and inspection facilities; reservation of funding for purchasing access controls to enhance safety and preserve mobility in selected primary highway corridors; transportation enhancement program projects; major IT projects at SHA; and funding for local jurisdictions in lieu of federal aid. The total matches that shown for "Other System Preservation" on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as "TOTAL" on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects. Maryland elected to allocate a portion of its ARRA funds to local jurisdictions; the total amount of ARRA allocated to local jurisdictions for their highway projects is $97.1 million ($35.1 million for Baltimore City and $62.0 million for the Counties).

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

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

Explanation of Fiscal Constraint Worksheet – MDOT Statewide

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to $9.2 billion over the next 4 years. Such revenue includes Motor Fuel Tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues. This is the allocation that goes directly to Baltimore City and the Counties. The addition of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties. In keeping with the Department's conservative forecasting, MDOT subtracts revenues as a contingency in change in revenue sources. This provides a contingency in case any of the revenues come in lower than anticipated.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately $837 million over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately $6.7 billion over the four-year period. After accounting for the fund balance, this leaves $3.7 billion available in state dollars for the capital program.

The $3.7 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately $870 million. MTA and WMATA receive approximately $1.3 billion, while SHA receives $1.6 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department from 2012-2015.

Federal Highway Dollars

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

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

SHA Resource Uses

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

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

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

STATE	AWARD FY	PROJECT	APPLICANT	DESCRIPTION	COUNTY	FUND SOURCE	TOTAL PROGRAM AMOUNT
MD	2010	BAWA 1A27	National Parks Service, Baltimore Washington Memorial Parkway	Replace/Relocate Light Poles SB BW Parkway near Route 50	PRINCE GEORGE'S	Park Roads and Parkways	$1,200,000
MD	2010	PRR 14(2) 16(2)	U.S. Fish and Wildlife Service, Patuxent Research Refuge	Reabilitation of Bald Eagle Drive, Visitor Center Entrance Road and Wildlife Loop, Phase II.	ANNE ARUNDEL	SAFETEA-LU High Priority Funds/ Others	$3,600,000
MD	2010	ANTI 300(1),900(2)	National Park Service, Antietam National Battlefield	Mill and overlay approximately 5 miles of tour loop roads within the National Battlefield, including parking areas. Rehabilitate approximately 2 miles of paved walking trails.	WASHINGTON	ARRA - Park Roads and Parkways and Title 16	$4,570,000 (PRP ARRA) $730,000(Title 16 ARRA)
MD	2011	BAWA 1E19	National Park Service, Baltimore Washington Parkway	Rehabilitate Springfield Road	ANNE ARUNDEL/ PRINCE GEORGES	Park Roads and Parkways	$1,790,000
MD	2012	BAWA 1A26, E20	National Park Service, Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 193	ANNE ARUNDEL/ PRINCE GEORGES	Park Roads and Parkways	$650,000
MD	2010	FOMC	National Park Service, Fort McHenry National Monument and Historic Shrine	Pavement Management Projects	CITY OF BALTIMORE	Park Roads and Parkways	$720,000
MD	2010	HAMP	National Park Service, Hampton National Historic Site	Pavement Management Projects	BALTIMORE	Park Roads and Parkways	$1,050,000
MD	2012	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Park Roads and Parkways	$209,000
MD	2013	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Park Roads and Parkways	$478,000
MD	2013	ASIS	National Park Service, Assateague Island National Seashore	Repair Beachroad Bridge	WORCESTER	Park Roads and Parkways	$1,050,000
MD	2011	GREE 11(1)	National Parks Service, Greenbelt Park	Repair culvert within the park	PRINCE GEORGE'S	Park Roads and Parkways	$100,000
MD	2010	Blackwater	U.S. Fish and Wildlife Service, Blackwater National Wildlife Refuge	Resurface Wildlife Loop	DORCHESTER	Refuge Roads	$400,000

APPENDIX F
American Recovery and Reinvestment Act (ARRA) Project Summary

The following pages contain a summary of the American Reinvestment and Recovery Act (ARRA) Projects.

APPENDIX G

Eastern Federal Lands Division Projects

APPENDIX H

Draft 2013 SPR Information

APPENDIX I
Federal Funding Sources

Federal-aid Highway Funding

1. Appalachia Development (ADHS) – The Appalachia Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.

2. Bridge (BR) – The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

3. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

4. Federal Lands Highway Program (FLHP) – The FLHP provides funding for transportation on federally managed lands such as national park roads and parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs.

5. High Priority Projects (HPP) – The US Congress has identified and allocated a specific amount of money for specific projects considered to be a high priority. These dollars are in addition to formula and other allocated dollars.

6. Interstate Maintenance (IM) – The IM program provides funding for resurfacing, restoring, rehabilitating, and reconstruction (4R) most routes on the Interstate System.

7. National Highway System (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances NHS funds may also be used to fund transit improvements in NHS corridors.

8. Surface Transportation Program (STP) – The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Federal-aid Transit Funding

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

2. Transit Urbanized Area Formula Program, Section 5307 – Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.

APPENDIX I
Federal Funding Sources

3. Bus Facility and Bus Programs, Sections 5309 and 5318 – Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.

4. Capital Investment Grants "New Starts," Section 5309 – This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of $75 million of less (Small Starts).

5. Formula Program for Elderly Persons and Persons with Disabilities, Section 5310 – provides funding through a formula program to increase mobility for the elderly and persons with disabilities.

6. Transit Funds for Areas Other Than Urbanized Areas, Section 5311 – Provides capital and operating assistance for rural and small urban public transportation systems.

7. Job Access and Reverse Commute (JARC), Section 5316 – Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

8. New Freedom Program, Section 5317 – To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Section 5317 provides a new formula grant program for associated capital and operating costs.

9. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

10. Preventive Maintenance – Provides funding for preventive maintenance based on grant programs that have a capital component.

APPENDIX J - GLOSSARY

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

APPENDIX K

Please reference the MPO TIPs for all urban Transit Projects. This appendix contains a list of the urban projects that can be found in the MPO TIPs.

MTA Projects Found Within Most Recent TIPs		
5/18/2012		
BALTIMORE		
Project	**TIP #**	**TIP Page #**
MARC Halethorpe Station	70-0201-02	245
Mobility Bus Implementation	42-1001-69	249
Local Bus & Facilities - Annapolis	41-1101-63	250
Small Urban Transit Systems - Capital	40-9502-05	251
Ridesharing	40-9901-01	252
Bus Replacement	40-0009-05	254
Bus & Rail System Preservation	40-0015-64	256
New Freedom Program	40-0801-69	259
Light Rail Mid-Life Overhaul	40-1001-64	260
Metro Railcar Overhaul & Emergency Repairs	40-1003-64	262
Job Access and Reverse Commute Program	40-9909-69	265
2012 Bus & Rail Preventive Maintenance	40-1201-64	TBD
Howard Street Revitalization	42-1005-39	TBD
PA/LED Sign Replacement	40-1004-64	TBD
MARC Edgewood Station	75-1201-55	TBD
Northern Police Facility Relocation	40-1101-69	TBD
West Baltimore MARC Station Parking Improvements	72-0803-02	TBD
WASHINGTON		
Project	**TIP #**	**TIP Page #**
MARC Preventive Maintenance	2954	M-1
Local Bus Acquisition	2713	M-12
Corridor Cities Transitway (CCT)	3468	M-12
MARC System Preservation & Improvement	3534	M-12
Purple Line	2795	M-13
Metro Matters Railcars and Buses	3407	M-13
MARC Washington Mid-Day Storage	5484	M-13
Small Urban Systems - Operating	2594	M-14
Rural Transit - Operating Assistance	2853	M-14
Small Urban Systems - Capital	3012	M-14
Ridesharing	3760	M-14
Langley Park Transit Center	3263	M-15
South County Circulator Bus Procurement	5841	TBD
Capital Beltway South Side Mobility	5868	TBD

APPENDIX L

All Statewide Transit Projects that are NOT in a TIP.

MTA Project Information