

2014 Maryland Statewide Transportation Improvement Program: Part 1 Executive Summary and Project Information

■ 1.0 Introduction

The Fiscal Year 2014 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 2035 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 P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). 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 STIP contains all of the relevant information directly from the CTP. The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and effectively fulfills the intent of MAP 21 legislation. Please keep in mind that the CTP, and therefore the STIP, provide an annual snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day to day budgeting process. These changes will be reflected in more timely amendments and modifications.

Maryland's 2014 STIP contains two parts.

Section 1: Executive Summary and Project Information – 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 and non-metropolitan area highway projects.

Section 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the seven MPOs TIPs without

change as required by MAP 21. Please reference the appropriate TIP for all urban area transit and highway projects.

Please note that the TIPs contain the same projects as the CTP. Please reference the TIPs for urban area transit and highway projects. Please reference Appendix L for rural area highway projects. For rural/statewide area transit projects, please reference Appendices J and K.

The 2014 STIP, all TIPs, and the 2014-2019 CTP, as well as previous STIP/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>

The TIPs can be found at these websites:

- Baltimore Region Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2014-2017
<http://baltometro.org/downloadables/TIP/14-17TIP.pdf>
- Metropolitan Washington Region Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2013-2018
http://www.mwcog.org/clrp/projects/tip/fy1318tip/FULL_FY13-18_TIP.pdf
- Wilmington Area Planning Council
Transportation Improvement Program (TIP) FY 2013-2016
<http://www.wilmapco.org/tip/wilmapco.org/Tip/fy2015/tip.pdf>
- Cumberland Urbanized Area Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2012-2015
<http://gov.allconet.org/mpo/docs.html#tip>
- Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2012-2015
http://www.hepmpo.net/planning_docs/FY12-15_TIP.pdf
- Salisbury/Wicomico Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2014-2017
http://www.swmpo.org/3Content&Pics/SWMPOTIP_FY14-17_Adopted_12182013.pdf

■ 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