Maryland Department of Transportation

2014 STIP

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Section 1: Executive Summary and Project Information

Section 2: Metropolitan Transportation Improvement Programs

FY 2014-2019 Consolidated Transportation Program

Prepared by the Maryland Department of Transportation
and the Metropolitan Planning Organizations
for the Baltimore, Calvert/St. Mary's, Cumberland, Hagerstown, Salisbury, Washington and Wilmington Regions

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

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PART 2: METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAMS

Maryland Department of Transportation

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 fulfils 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. Pease 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.

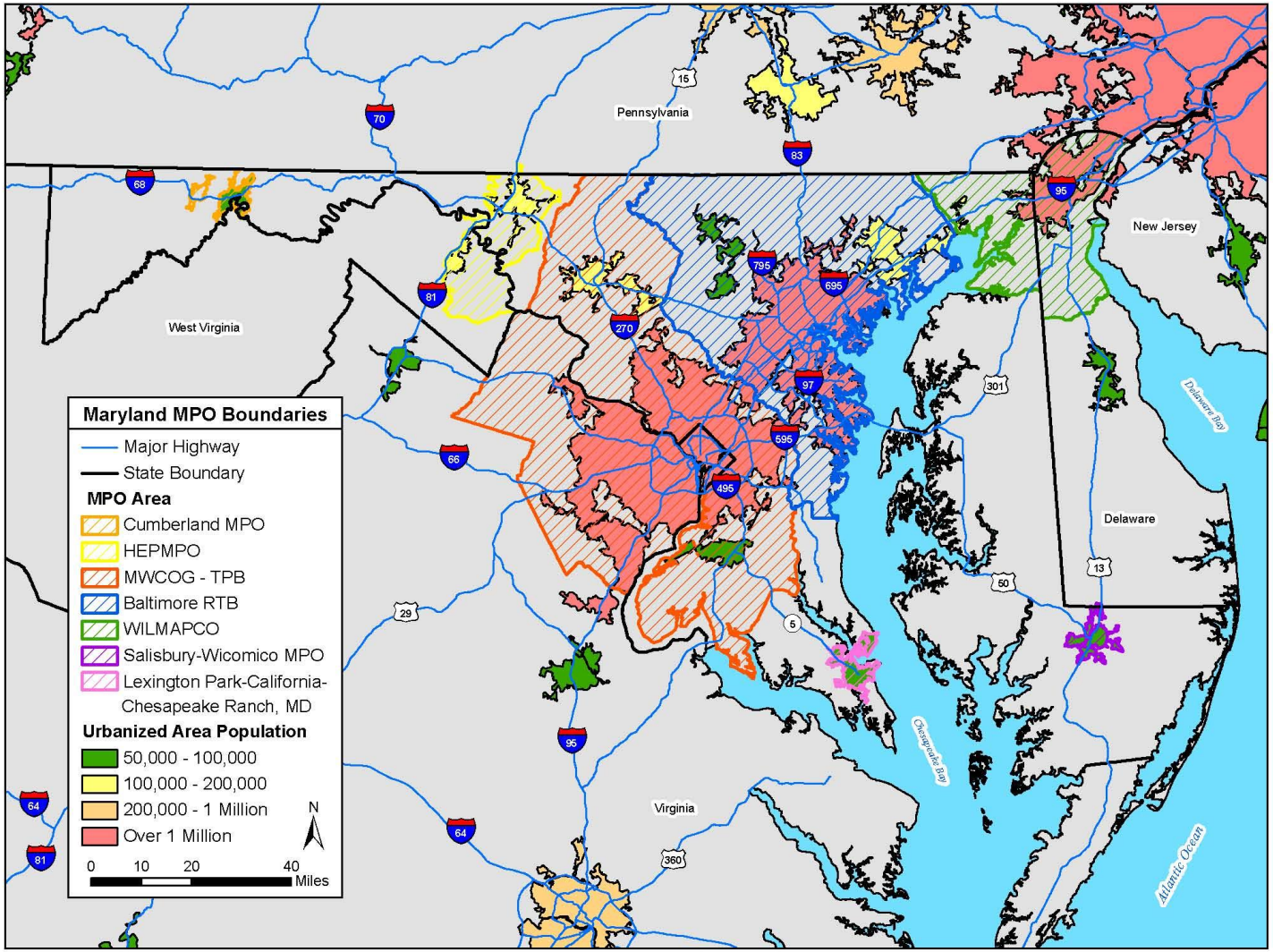
Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of MPOs. MPOs are responsible for

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 seven MPOs, with some boundaries extending into neighboring states including Pennsylvania, Delaware, Virginia, West Virginia, and the District of Columbia:

- Baltimore Regional Transportation Board (BRTB);
- Calvert St. Mary's MPO;
- 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.

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 *2035 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 *2035 Maryland Transportation Plan (MTP),* approved in January 2014, 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, and was most recently updated this past year and approved in January 2014.

MDOT's Vision and Mission:
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.

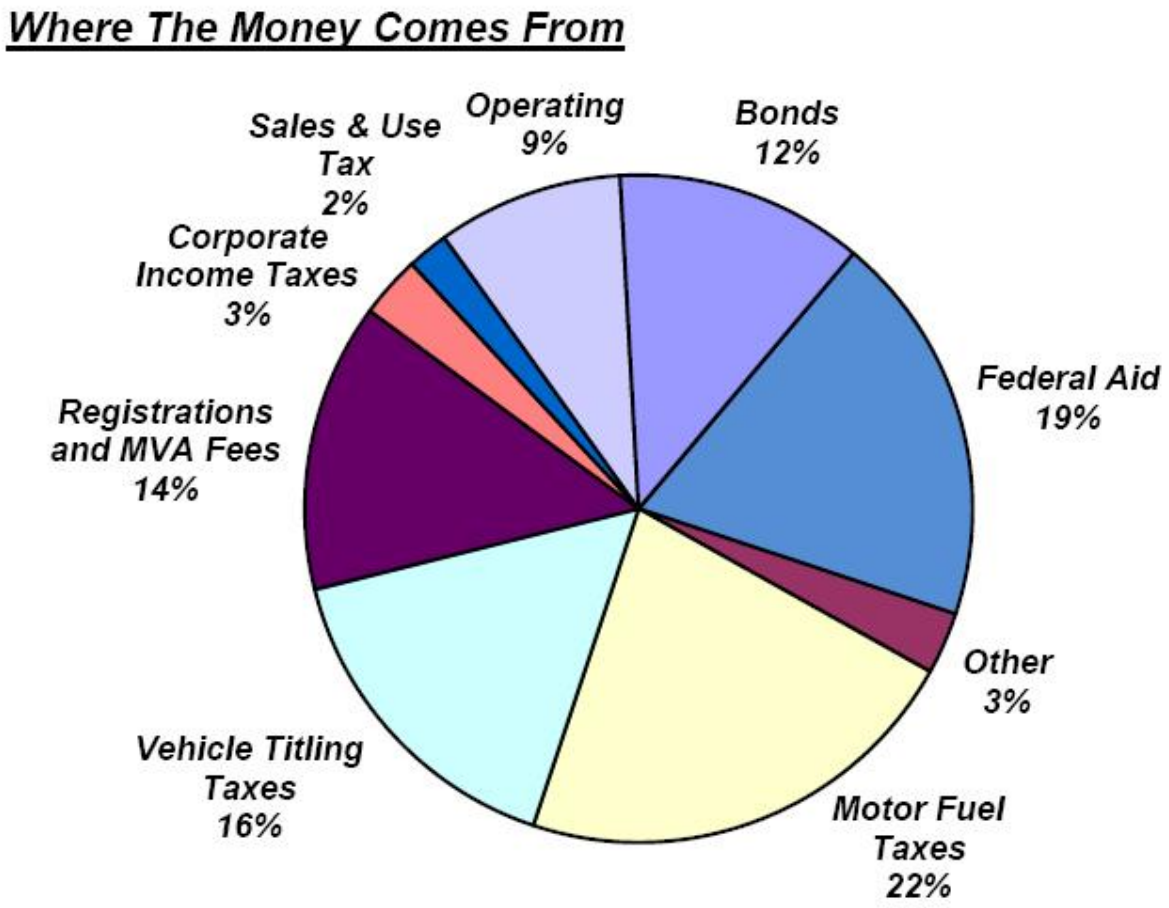
A description of the six goals is included below:

- **Safety & Security** - Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards
- **System Preservation** - Preserve and maintain the State's existing transportation infrastructure and assets
- **Quality of Service** - Maintain and enhance the quality of service experienced by users of Maryland's transportation system
- **Environmental Stewardship** - Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources
- **Community Vitality** - Provide options for the movement of people and goods that support communities and quality of life
- **Economic Prosperity** - Support a healthy and competitive Maryland economy

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 11 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, 2014 – 2019



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. The AR tracks MDOT's progress each year towards attaining the goals and objectives of the MTP based on outcome-oriented performance measures.

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 seven 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

[1] http://www.fhwa.dot.gov/environment/air_quality/conformity/

between the agencies responsible for conformity ensuring a successful conformity process.

Each MPO has an approved, documented, and required public involvement process that is used in support of developing their respective LRTPs and TIPs. MDOT has also developed a public involvement plan which serves to guide public involvement outside the National Environmental Policy Act process. The public participation process for this Statewide Transportation Improvement Program and all of the Transportation Improvement Programs referenced by this document will also meet the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

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 these parts: the Executive Summary and Project List, the seven TIPs, and the CTP. MTA and SHA project information is identified directly from the CTP and then formatted and translated for STIP and TIP clarification. 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.

4.0 Maryland's STIP Development

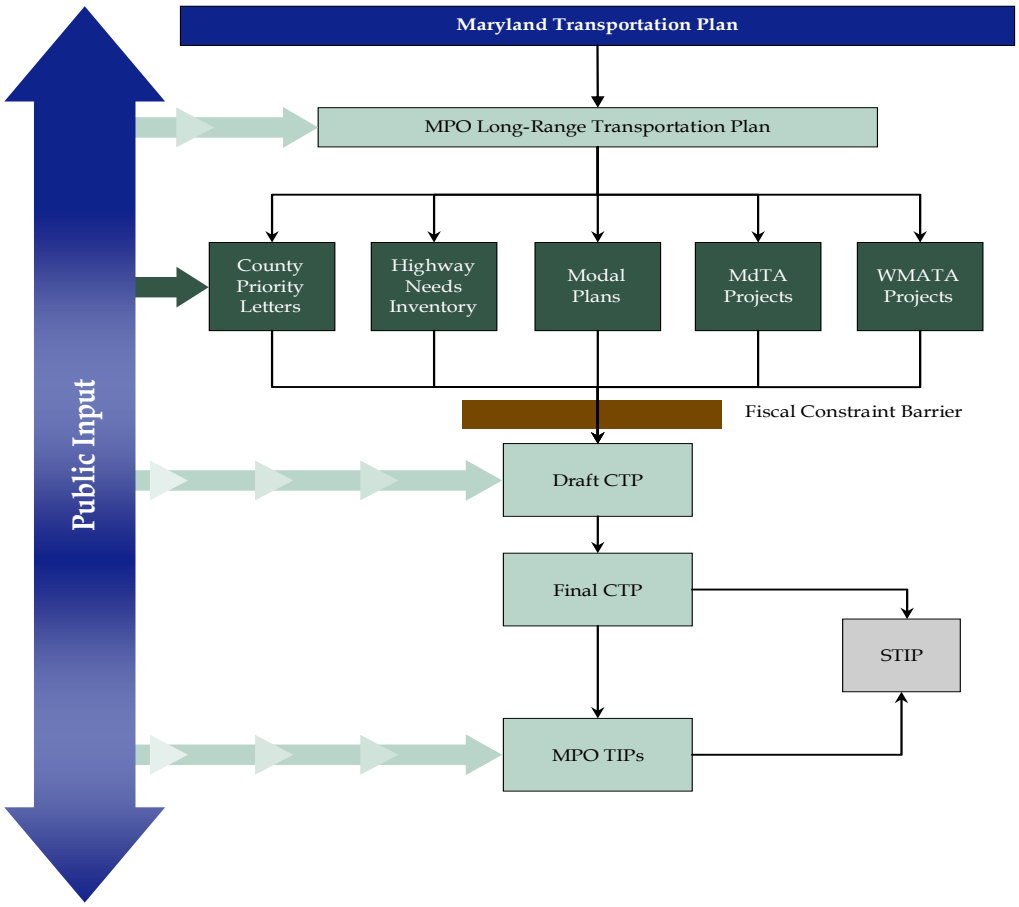
Process Overview

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 2013 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 2014-2019 CTP - 2013 Fall Tour Annual Consultation Meetings

2013 Date	County	Time	Location
September 16	Anne Arundel	3:00 p.m.	Annapolis
September 19	Carroll	1:30 p.m.	Westminster
September 23	Howard	7:00 p.m.	Laurel
September 24	Charles	6:00 p.m.	La Plata
September 25	Wicomico	7:00p.m.	Salisbury
October 3	Washington	10:00 a.m.	Hagerstown
	Allegany	3:00 p.m.	Cumberland
October 4	Garrett	10:00 a.m.	Oakland
October 7	Baltimore City	10:00 a.m.	Baltimore
October 8	Queen Anne's	2:00 p.m.	Centerville
	Kent	7:00 p.m.	Chestertown
October 9	Harford	2:00 p.m.	Bel Air
October 17	Montgomery	7:00 p.m.	Rockville
October 22	Talbot	4:00 p.m.	Easton
October 23	Baltimore	1:30 p.m.	Towson
October 29	Calvert	10:30 a.m.	Prince Frederick
	St. Mary's	3:00 p.m.	Leonardtown
October 31	Frederick	1:00 p.m.	Frederick
November 1	Cecil	2:30 p.m.	Elkton
November 5	Worcester	10:30 a.m.	Snow Hill
	Somerset	2:00 p.m.	Princess Anne
	Dorchester	7:00 p.m.	Cambridge
November 6	Prince George's	2:00 p.m.	Greenbelt
November 14	Caroline	6:00 p.m.	Denton

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. The CTP is developed every year; however, the TIPs and the STIP are not necessarily updated every year.

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.

The public participation process for this Statewide Transportation Improvement Program and all of the Transportation Improvement Programs referenced by this document will also meet the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

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 46% of MDOT's capital expenditures in FY 14 and 40% in FY 15.

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 most recently 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

Several changes have occurred in recent years that have served to revolutionize the management of environmental factors in constructing and maintaining our transportation system. Maryland law now requires that stormwater be managed through Environmental Site Design (ESD) to the maximum extent practicable. This has caused transportation agencies to move away from large-scale practices such as ponds, and to instead incorporate numerous smaller, less engineered practices, such as sand filters and grassed swales, into the design of projects.

In December 2010 USEPA established a Total Maximum Daily Load (TMDL) of nutrients and sediment that may be discharged to the Bay and its tidal tributaries. Under the TMDL, Maryland and its local governments have developed Watershed Implementation Plans (WIPs) that will guide our efforts to substantially reduce pollutants discharged from

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

our facilities. As part of that effort SHA developed a suite of best management practices to reduce the impacts of the system including:

- Pavement reduction,
- Large scale tree planting in SHA rights of way,
- Partnering with local governments to identify watershed-based wetland and stream restoration opportunities, and
- Enhancing existing and planned wetland and stream restoration efforts by integrating riparian buffer and tree plantings into site designs,

In support of State goals for Green House Gas (GHG) reduction and reduction of other emissions, MDOT has coordinated its transportation policies and programs to reduce dependence on automobiles by incorporating travel alternatives such as telework, pedestrian, bicycle, and transit options, as appropriate, in the design of projects. To encourage the use of clean vehicles, MDOT has installed 32 electric vehicle charging stations at its facilities, with plans for an additional 5-10 locations.

In addition to GHG reduction, MDOT is also planning for the resilience of the system as we respond to the growing impacts of climate change through vulnerability assessments and the incorporation of climate and sea level considerations into our planning processes.

Coordinated Public Transit - Human Services Transportation Plan

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21) that went into effect on October 1, 2012. The program changes in this legislation included the repeal of the Section 5316 and 5317 Programs and establishment of an enhanced Section 5310 Program that serves as a single formula program to support mobility of seniors and individuals with disabilities.

Since the MTA is still administering funding through the JARC and New Freedom Programs, and the revised Section 5310 Program guidance is pending, SAFETEA-LU required 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.

The Maryland Transit Administration (MTA) led 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.

5.0 Linking Maryland's STIP to MAP 21

This section contains additional information about the development and content of Maryland's STIP in order to demonstrate compliance with federal requirements. 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. The federal regulations only require an update every four years, therefore 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 contribute to the attainment of a non-attainment region's air quality. The Environmental Protection Agency (EPA) has developed four 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. Attainment: An area where air pollution levels for all criteria pollutants are within the guidelines of the National ambient air quality standards

2. Non-Attainment: Represents an area 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.

3. 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).

4. 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 and LRPlans for both ozone and PM 2.5. The WILMAPCO TIP and LRPlan is tested for Ozone and the HEMPO TIP is tested for PM 2.5. Additionally, all MPO TIPs and CLRP 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 F).

(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 2014 – 2019 CTP, MDOT provided additional visualization and public outreach materials. MDOT also created a CTP Website to provide information about the CTP process, which included a brochure that was handed out at the Tour meetings that provided an executive summary on the State Report on Transportation (including information on the CTP, the MTP and the AR). Also posted on the website was the 2013 Fall Tour schedule and directions for interested parties wishing to attend a CTP Fall Tour.

Here is the link to the Executive Summary Brochure:

http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/Transportation_Task_Force/Documents/MDOT_SRT_Executive_Summary_Brochure_web.pdf

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.

(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-31. 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 2014 STIP includes all MDOT projects, including those projects of regional significance. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(i) Project / Phase Summary Reports: For each major project to be included in the CTP, MDOT creates a summary Project Information Form (PIF), which is a summary of information for each project. Other important data is 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. Chapter 725 also requires that for projects in the Construction Program, the appropriate State Goals from the State Transportation Plan (MTP) be identified. There is a complete description of how to read the CTP found in the Executive Summary of the CTP on Page 13, included in Appendix L of the STIP

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

- 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.

(j) Grouped Projects: MDOT has the option to group projects that are not regionally significant. These projects are typically referred to as "Minor Projects" and appear as "System Preservation Projects". These projects are smaller in scope and cost. They can include road resurfacing, safety improvements, and sidewalk and bicycle and trail construction. Most projects are not grouped together and have their own PIF page, 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 *2035 Maryland Transportation Plan (MTP)* provided policy guidance for the 2014 STIP development. The MTP in turn provides overall policy direction for Maryland's seven MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: The financial documentation can be found in Appendix L in the CTP Summary on pages 8-12. This information was presented and distributed to the public during the Fall Tour. The section titled "Where the Money Comes From" (page 11 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 $15.6 billion for the period covered by the FY 2014 STIP/CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 5 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 uses 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 11 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.

(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 2014 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 2014 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. The Summary includes Operating and Maintenance Costs on pages A-18 through A-20, which are fully funded first before any funding is declared available for Capital projects. Lastly, all of the information contained in the MPO TIPs for the state projects comes directly from the CTP. All project and funding details in the STIP/CTP have been scrutinized and approved by the Maryland General Assembly and Governor through the annual budget process. Once approved by the Maryland General Assembly and Governor, this becomes the budget established in the financial system.

State Highway Administration Details

Evidently, there will always be confusion between “planning” requirements, which include a snapshot in time that is the information of record for up to 4-years, versus “budgeting” requirements, which include daily individual project approvals and up to the minute federal reimbursement practices. The primary focus of this document is on the “planning” requirements, however, due to increased scrutiny concerning the actual proof of fiscal constraint, a discussion of how the day-to-day “budget” process is very relevant. The following section provides a detailed discussion on the SHA budget process.

As described in earlier sections of the Executive Summary, the Capital Program is funded by both State funds (dedicated revenues of the Transportation Trust Fund (TTF) and CTP Bond funds) and federal funds. For SHA, federal funds are received primarily from FHWA under a federal transportation funding act. Each project is reviewed for eligibility in order to be federally funded. FHWA approval must be received in order to seek federal reimbursement of costs. If the federal criteria cannot be met, State funds must be programmed, if available. The capital program budget process is based on a projection of State vs. federal funds, which is determined based on many different factors.

It important to note, that the federal highway program is primarily a construction program and very rarely are federal funds authorized for maintenance. At this time, only CHART operations activities receive federal funds as part of the Maintenance Program. The other exception is FEMA and FHWA-ER funds are applied for when a significant to catastrophic emergency weather event occurs and causes significant damage. It is important to capture the costs associated with these events in order to seek federal reimbursement. It should be noted that the use of federal funds for the planning and design phases need to be carefully evaluated given the FHWA payback rules. Should the project not proceed to right-of-way acquisition or construction within 10 years, federal funds reimbursed from the early phases may need to be paid back.

Capital Project

A Capital Project as approved in the CTP is generally a project that results in the building of an infrastructure asset or improves the infrastructure asset by extending its useful life. The CTP process is in compliance with Accounting Pronouncement GASB 34 requiring infrastructure and all capital assets be accounted for and depreciated based on the

reasonable useful life of the asset. MDOT Consolidated Transportation Program Bonds are backed by these infrastructure assets. The bonds require that Capital Program Bond funds be used exclusively for appropriate capital program spending as authorized by the approved CTP. Each capital project must support the specific capital program fund category it is being funded from, such as Fund 77 Resurfacing and Rehabilitation. Each capital program fund must be used exclusively for the purpose approved by the Secretary and the Legislature.

Capital Program Fund Categories (Grouped Projects)

Capital Program Funds, such as Fund 80 Bridge Replacement & Rehabilitation, are an integral part of managing the Capital Program. The fund categories are approved by the Administrator and the Secretary during the budget submission process. Each fund category represents a capital investment in the State Highway System. Funds can only be spent for capital projects that are part of the State Highway System unless the project has been approved as a Reimbursable. The work performed in the Capital Program cannot be considered repair or maintenance work, which is work that does not extend the useful life of a capital or infrastructure asset or it minimally extends the life. Repairs and maintenance work on the State Highway System must be approved and charged against the Maintenance Program.

Form 42 and Form 30 – Project/Contract Approval Process

The approval process for a capital project is achieved by project phase through the use of the Form 42 and Form 30. (Project phases are typically planning, design, ROW, utilities, and construction and are described in Section i, page 15, of this document.) These forms are required in order to commit future capital funds and to spend capital funds. The Form 42 allows a project to be authorized for future funding from an approved capital fund category. One requirement of the Form 42 is that it must contain the appropriate TIP and/or STIP number. The potential eligibility for federal funding is reviewed at this time. It is important to assess this correctly since an error can lead to potential under spending of federal dollars and over spending of State dollars. It is at the time that a Form 42 is approved for construction funding that a contract can proceed to advertisement. The approved Form 42 commits the future funds under the appropriate capital program fund category, but it also allows the cash flow and forecasting process to begin. A Form 30 must be submitted in order to establish an active project number in FMIS, except for advertised construction projects. It should be noted that any change in cost, schedule, and/or scope for a project is also documented through the Form 42 and Form 30 process. This additional step in the process allows a project to be authorized for any changes that result in a decrease or increase of spending of State or Federal dollars on a project as well as drastic changes in cash flow assumptions for the subject projects.

Advertisement Schedule

The Advertisement Schedule is a working document generated monthly and reviewed each Monday morning with the Administrator, Deputy Administrators, Senior Managers and others, such as fund managers, to ensure all approved capital construction projects proceed to contract advertisement on schedule. FHWA is also invited and does participate. Only approved Form 42s are allowed on the Ad Schedule. The review process ensures major milestones are achieved by meeting targeted dates including the Notice to Proceed date, which is the basis for the cash flow estimate and the budget.

Monthly Forecast

The Monthly Forecast allows management to monitor the spending level of the capital program via the budgetary process (not the planning process). Each fund category within the approved CTP is monitored to ensure that project spending/programming is progressing within the estimated cash flow/approved budget or it is under or over spending/programmed. Immediate action must be taken to correct any significant spending issues. Success is typically measured at the end of the fiscal year when at least 90% spending has been achieved within the budgeted fund categories and we have not overspent State funds.

Advance Construction

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% - 94.7% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

Additionally, SHA has utilized 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

Eastern Federal Lands Division Projects

Appendix G

SPR Information

Appendix H

Federal Funding Sources

Appendix I

Glossary

Appendix J

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 K

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 Highway Projects.)

Appendix L

This Appendix contains the Consolidated Transportation Program Summary and all Statewide Highway Projects that are not found in a MPO TIP. The Summary includes Operating and Maintenance Costs on pages A-18 through A-20.

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

DONALD HALLIGAN

Printed Name

DIRECTOR, OFFICE OF PLANNING & CAPITAL PROGRAMMING

Title

3-24-14

Date

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

SHA Obligated Projects, July 2012 to June 2013

Facilities and Equipment (Fund 29)

	CONSTRUCT LANDING, STAIRS, CANOPY, NEW ENTRY DOOR AT DISTRICT 7 OFFICE	134,485
	CONSTRUCT LANDING, STAIRS, CANOPY, NEW ENTRY DOOR AT DISTRICT 7 OFFICE	428,035
	TOTAL	562,520

Environmental Projects (Funds 24, 25, 26, 74 and 88)

IS0095	VEGETATION MANAGEMENT - MD 202 TO I-95, I-495 TO HO/PG COUNTY LINE	370,960
IS0095	VEGETATION MANAGEMENT - MD 202 TO I-95, I-495 TO HO/PG COUNTY LINE	1,000,000
IS0095/IS0495	MD 202 TO I-95 & ALONG I-95 CORRIDOR; I-495 TO HOWARD/PRINCE GEORGE'S COUNTY LINE	1,000,000
IS0195	REV - S OF FRANCIS AVE TO NW OF US 1 (WASHINGTON BOULEVARD)	95,031
IS0195	REV - S OF FRANCIS AVE TO NW OF US 1 (WASHINGTON BOULEVARD)	1,648,856
IS0195	REV - S OF FRANCIS AVE TO NW OF US 1 (WASHINGTON BOULEVARD)	2,987,807
IS0295	I-895 to S OF DAISEY AVE	200,000
IS0695	AT FOX HUNT LANE	282,957
IS0695	STORMWATER MANAGEMENT IMPROVEMENTS AT MD 147	244,488
MD0004	OUTFALL EROSION REPAIR AT MP 2.6	41,265
MD0004	OUTFALL EROSION REPAIR AT MP 2.6	333,165
MD0543	GILMER WAY TO CHURCH CREEK ROAD - SIDEWALK, APS/CPS & SHARED USE PATH	276,435
US0001	SOUTH OF CONOWINGO DAM	24,581
US0001	SOUTH OF CONOWINGO DAM	923,143
US0001	SOUTH OF CONOWINGO DAM	1,819,048
US0013BU	NORTH OF BRIDGEVIEW STREET TO ZION ROAD	250,262
US0013BU	NORTH OF BRIDGEVIEW STREET TO ZION ROAD	365,094
US0013BU	NORTH OF BRIDGEVIEW STREET TO ZION ROAD	3,453,700
US0050	US 13 SALISBURY BYPASS INTERCHANGE TO THE WICOMICO / WORCESTER COUNTY LINE	234,567
	FY 05 SCENIC BYWAYS - MD SCENIC BYWAYS ECONOMIC IMPACT AND MARKET STUDY	1,426,567
	I-70 & I-68 CORRIDORS	819,444
	INVASIVE SPECIES CONTROL & PLANT ESTABLISHMENT ALONG MD 100 & US 50	230,528
	INVASIVE SPECIES CONTROL & PLANT ESTABLISHMENT ALONG MD 100 & US 50	300,000
	INVASIVE SPECIES CONTROL & PLANT ESTABLISHMENT ALONG US 301 &MD 2	230,528
	INVASIVE SPECIES CONTROL & PLANT ESTABLISHMENT ALONG US 301 &MD 2	300,000
	KEY HIGHWAY SHARED - I-95 TO LAWRENCE STREET	553,634
	MD 202 TO I-95 & ALONG I-95 CORRIDOR; I-495 TO HOWARD/PRINCE GEORGE'S COUNTY LINE	370,960
	VARIOUS LOCATIONS IN DISTRICT 3 & 5	313,365
	VARIOUS LOCATIONS ON US 50 & US 13	36,706
	VARIOUS LOCATIONS ON US 50 & US 13	1,050,351
	TOTAL	21,183,442

Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)

IS0070	PENNSYLVANIA AVENUE BRIDGE TO TONOLOWAY CREEK BRIDGE	634,436
IS0270	VARIOUS LOCATIONS IN MONTGOMERY COUNTY	6,693,746
MD0002	AT MD 255	58,095
MD0002	AT EARLEIGH HEIGHTS ROAD / MAGOTHY BRIDGE ROAD	915,750
MD0005	MD414 TO I495 & US301 TO BURCH HILL ROAD / EARNSHAW DRIVE	881,826
MD0091	WIDEN MD 91 AT DEER PARK ROAD	595,482

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

MD0097	AT RELOCATED STONE RD	1,969,624
MD0140	FROM MD 91 TO MARKET STREET	897,914
MD0197	FROM MD 295 OFF-RAMP TO BROCK BRIDGE ROAD	1,000,000
MD0213	AT US 50	866,721
MD0228	FROM MD 210 TO MARSH HAWK DRIVE	1,200,971
MD0273	AT APPLETON ROAD	320,000
MD0273	AT BLUE BALL ROAD	360,000
MD0355	MD 118 (GERMANTOWN ROAD)	274,322
MD0355	SOUTH OF SOUTH WOOD ROAD / SOUTH DRIVE INTERSECTION	5,400,000
MD0410	FROM PARK AVE TO MD 650	554,589
MD0450	AT PUBLIC WORKS ROAD	400,000
MD0586	AT FERRARA AVE	39,306
MD0586	AT FERRARA AVE	157,224
MD0650	ADELPHI ROAD	52,192
MD0650	ADELPHI ROAD	638,695
MD0704	EASTERN AVENUE TO HILL ROAD	1,489,981
US0015	HANSONVILLE ROAD TO HESSONG BRIDGE ROAD	320,000
US0040	AT MD 63	600,000
US0050	FROM EAST OF MD 8 TO US 50/301 SPLIT	2,923,641
US0050	MDTA MAINTENANCE TO MD 404	1,824,950
	ADA COMPLIANCE AT VARIOUS LOCATIONS IN DISTRICT 3	1,000,000
	AREAWIDE REPLACEMENT/UPGRADING OF EXISTING HIGHWAY SIGNS & STRUCTURES IN DISTRICT 3	1,000,000
	AREAWIDE REPLACEMENT/UPGRADING OF EXISTING HIGHWAY SIGNS & STRUCTURES IN DISTRICT 4	1,000,000
	AREAWIDE SIGN STRUCTURE REPLACEMENT IN DISTRICT 3	1,000,000
	AREAWIDE SIGN STRUCTURE REPLACEMENT IN DISTRICT 4	1,000,000
	AT VARIOUS LOCATIONS IN DISTRICT 2	1,445,655
	DOT 140488D, CSXT AT FOREST GLEN ROAD	303,339
	DOT 531862A - MD DE RAILROAD TO EVANS ROAD	19,611
	DOT 531862A - MD DE RAILROAD TO EVANS ROAD	59,233
	DOT 531862A - MD DE RAILROAD TO EVANS ROAD	134,036
	DOT 531862A - MD DE RAILROAD TO EVANS ROAD	165,082
	DOT 531878W, MD DE RAILROAD AT DEER PARK ROAD	396,138
	DOT 532049D - MD DE RAILROAD AT CLARK CANNUNG HOUSE ROAD	24,098
	DOT 532049D - MD DE RAILROAD AT CLARK CANNUNG HOUSE ROAD	51,173
	DOT 532049D - MD DE RAILROAD AT CLARK CANNUNG HOUSE ROAD	189,373
	INSTALLATION OF RPM'S/REPLACE DAMAGED REFLECTORS IN D-7	236,236
	INSTALLATION OF RPM'S/REPLACE DAMAGED REFLECTORS IN D-7	264,627
	INSTALLATION OF RPM'S/REPLACE DAMAGED REFLECTORS IN D-7	412,049
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC CONTROL DEVICES IN DISTRICTS 4	858,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC CONTROL DEVICES IN DISTRICTS 4	1,000,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC CONTROL DEVICES IN DISTRICTS 4	1,218,475
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS & UPS IN DISTRICTS 3, 4 & 5	455,623
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS & UPS IN DISTRICTS 3, 4 & 5	500,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS IN DISTRICTS 1 & 2	500,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS IN DISTRICTS 5	300,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS IN DISTRICTS 5	500,000
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS IN DISTRICTS 6 & 7	645,077
	MODIFICATION/INSTALLATION/RECONSTRUCTION OF TRAFFIC SIGNALS IN DISTRICTS 6 & 7	1,000,000

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

OCEAN CITY PEDESTRIAN SAFETY EDUCATION CAMPAIGN	360,000
STATEWIDE: ADA COMPLIANCE RETROFIT PROGRAM FOR FY 10	1,447,061
STWD: INHOUSE SIGNAL DESIGN	372,890
STWD: INHOUSE SIGNAL DESIGN	1,220,000
STWD: INHOUSE SIGNAL DESIGN	1,320,000
STWD: INHOUSE SIGNING DESIGN	80,996
STWD: INHOUSE SIGNING DESIGN	113,889
STWD: INHOUSE SIGNING DESIGN	303,402
STWD: INHOUSE SIGNING DESIGN	390,000
STWD: INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	302,546
STWD: INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	362,318
VAR WORK ZONE SAFETY ACTIVITIES TO IMP TRAFFIC FLOW IN CONSTR & MAINT WORK ZONES	675,000
VARIOUS LOCATIONS IN BALTIMORE & HARFORD COUNTIES	18,058
VARIOUS LOCATIONS IN BALTIMORE & HARFORD COUNTIES	141,120
VARIOUS LOCATIONS IN DISTRICT 2	1,445,655
VARIOUS LOCATIONS IN DISTRICT 3	300,000
VARIOUS LOCATIONS IN DISTRICT 3	972,400
VARIOUS LOCATIONS IN DISTRICT 3	1,000,000
VARIOUS LOCATIONS IN DISTRICT 3	1,000,000
VARIOUS LOCATIONS IN DISTRICT 3	1,009,815
VARIOUS LOCATIONS IN DISTRICT 3	1,500,000
VARIOUS LOCATIONS IN DISTRICT 4	186,619
VARIOUS LOCATIONS IN DISTRICT 4	300,000
VARIOUS LOCATIONS IN DISTRICT 4	686,400
VARIOUS LOCATIONS IN DISTRICT 4	1,000,000
VARIOUS LOCATIONS IN DISTRICT 4	1,140,889
VARIOUS LOCATIONS IN DISTRICT 5	1,457,600
VARIOUS LOCATIONS IN DISTRICT 6	3,000,000
VARIOUS LOCATIONS IN DISTRICTS 1 & 2	100,000
VARIOUS LOCATIONS IN DISTRICTS 1 & 2	500,000
TOTAL	69,453,948

Major Projects (Funds 70, 71, 72 and 73)

IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	1,000,000
IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	1,273,800
IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	1,594,250
IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	1,802,033
IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	2,000,000
IS0070	REV - PHASE 2D: FROM E OF MD 144 TO W OF MD 355 AND REICH'S FORD ROAD	2,000,000
IS0095	BR-PE - I95/I495 OVER THE POTOMAC RIVER	425,503
IS0695	BREAK-OUT PROJECTS TO STUDY MOST CONGESTED SEGMENTS	95,427
IS0695	BREAK-OUT PROJECTS TO STUDY MOST CONGESTED SEGMENTS	504,573
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	420,959
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	678,405
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	722,494
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	1,066,837
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	2,180,078
IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	11,646,292

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

IS0695	REV - INTERCHANGE AT CHARLES STREET (MD139) PHASE 1	27,791,561
IS0695	US 1 OVER LEEDS AVENUE	2,500,000
IS0695	RI-MD 41 TO MD 147 INNER AND OUTER LOOP	434,919
IS0695	RI-MD 41 TO MD 147 INNER AND OUTER LOOP	740,353
IS0695	RI-MD 41 TO MD 147 INNER AND OUTER LOOP	2,029,728
IS0695	US 1 to MD 144	1,543,332
MD0004	INTERSECTION OF SUITLAND PARKWAY	1,980,000
MD0004	INTERSECTION OF SUITLAND PARKWAY	7,711,744
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381)	1,000,000
MD0140	SOUTH OF GARRISON VIEW ROAD TO NORTH OF PAINTERS MILL ROAD	300,000
MD0187	AT CEDAR LANE/OAKMONT AVENUE	1,094,035
MD0187	AT CEDAR LANE/OAKMONT AVENUE	2,000,000
MD0223	FROM STEED ROAD TO MD 4	125,000
MD0295	RI - I-695 TO I-195	261,881
MD0295	RI - I-695 TO I-195	384,866
MD0295	RI - I-695 TO I-195	610,318
MD0295	RI - I-695 TO I-195	648,790
MD0295	RI - I-695 TO I-195	956,522
MD0295	RI - I-695 TO I-195	1,546,497
MD0295	RI - I-695 TO I-195	2,763,631
MD0295	RI - I-695 TO I-195	3,550,789
MD0404	REV - WEST OF MD 309 TO CEMETERY ROAD - PHASE 1-B	837,180
MD0404	REV - WEST OF MD 309 TO CEMETERY ROAD - PHASE 1-B	1,000,000
MD0404	US 50 TO MD 404 BUSINESS	224,346
MD0404	US 50 TO MD 404 BUSINESS	645,189
US 29	Phase 1A South of Seneca Drive to South of MD 175	930,754
US 29	Phase 1A South of Seneca Drive to South of MD 175	2,144,837
US0029	FROM SOUTH OF SENECA DRIVE TO SOUTH OF MD 175	335,000
US0029	SOUTH OF BLACKBURN ROAD TO NORTH OF DUSTIN ROAD	11,168,069
US0029	SOUTH OF BLACKBURN ROAD TO NORTH OF DUSTIN ROAD	17,146,247
US0040	US 40 AT MD 715 INTERCHANGE	600,000
US0040	US 40 AT MD 715 INTERCHANGE	1,441,250
US0040	US 40 AT MD 715 INTERCHANGE	2,031,228
US0040	US 40 AT MD 715 INTERCHANGE	2,404,425
US0040	US 40 AT MD 715 INTERCHANGE	9,166,074
US0113	NORTH OF MASSEY BRANCH TO FIVE MILE BRANCH RD	18
US0113	NORTH OF MASSEY BRANCH TO FIVE MILE BRANCH RD	222,300
US0113	NORTH OF MASSEY BRANCH TO FIVE MILE BRANCH RD	896,057
	TOTAL	138,577,591

Resurfacing and Rehabilitation (Fund 77)

IS0070	FROM US 15 TO EAST OF NEW DESIGN ROAD	2,212,893
IS0070	FROM US 40 TO MD 66	1,354,226
IS0095	FROM D'ARCHY ROAD TO ARENA DRIVE	3,972,352
IS0095	FROM D'ARCHY ROAD TO ARENA DRIVE	12,085,127
IS0095	FROM STRUCTURE AT LITTLE PATUXENT RIVER TO 3000 FT. NORTH OF MD 216	2,271,475
IS0095	GLENARDEN PARKWAY TO US 50	5,477,217
IS0595	AT US 301 INTERCHANGE RAMPS & CD LANES	1,859,594

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IS0595	SOUTH OF LOTTSFORD VISTA ROAD TO AA COUNTY LINE	220,000
IS0695	FROM MD 122 TO 2000 FT. SOUTH OF MD 26	4,865,289
MD0026	I-695 (BALTIMORE BELTWAY) TO BALTIMORE CITY/COUNTY LINE	2,000,000
MD0028	FROM HURLEY AVENUE TO S. ADAMS STREET	940,991
MD0028	FROM HURLEY AVENUE TO S. ADAMS STREET	1,000,000
MD0028	FROM MAPLE AVE TO ROCK CREEK BRIDGE 15092	1,000,000
MD0140	FROM WEST OF SANDYMOUNT ROAD TO WEST OF MARKET STREET	4,402,693
MD0193	RHODE ISLAND AVE TO SOUTH WAY	2,131,038
MD0201	FROM GOOD LUCK ROAD TO I-95	2,000,000
MD0202	HOMESTEAD DRIVE TO ENTRANCE OF PG COMMUNITY COLLEGE	1,416,907
MD0212	D.C. LINE TO SARGENT ROAD	355,251
MD0212	D.C. LINE TO SARGENT ROAD	1,835,894
MD0355	FROM KING FARM BLVD TO SOUTH OF CENTRAL AVE	2,116,400
MD0355	FROM MIDDLEBROOK RD TO MILESTONE MANOR LANE	1,500,000
MD0458	FROM MD 5 TO WALKER MILL ROAD	2,000,000
MD0586	FROM ANDREW STREET TO MD 193	63,101
MD0586	FROM ANDREW STREET TO MD 193	2,479,943
US0015	FROM MD 26 TO N. OF ANGLEBERGER ROAD	860,845
US0015	FROM MD 26 TO N. OF ANGLEBERGER ROAD	2,394,389
US0050	FROM MD 818 TO WICOMICO COUNTY LINE	2,524,808
US0050	FROM WESTERN CORPORATE LIMITS OF CHEVERLY TO VMS SIGN 315	1,500,000
	ADA COMPLIANCE AT VARIOUS LOCATIONS IN DISTRICT 7	750,000
	AREAWIDE MILL/GRIND/PATCH & RESURFACE ROADWAY PAVEMENTS IN ALLEGANY COUNTY	915,200
	AREAWIDE MILL/GRIND/PATCH & RESURFACE ROADWAY PAVEMENTS IN WASHINGTON COUNTY	220,678
	AREAWIDE MILL/GRIND/PATCH & RESURFACE ROADWAY PAVEMENTS IN WASHINGTON COUNTY	915,200
	AREAWIDE MILL/GRIND/PATCH & RESURFACE ROADWAY PAVEMENTS IN WASHINGTON COUNTY	1,500,000
	DISTRICT 1: LIQUID APPLIED THERMOPLASTIC MARKINGS	190,005
	MOBILIZATION FOR XX7065177	256,578
	PG CO - 6 LOCATIONS ON: MD 5, MD 201, MD 414, US 50 & 2 LOCATIONS ON I-595	600,000
	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DISTRICT 7	1,231,930
	VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES AND ST. MARY'S COUNTIES	1,231,930
	VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	1,182,605
	VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	1,500,000
	VARIOUS LOCATIONS IN CALVERT COUNTY	583,618
	VARIOUS LOCATIONS IN CALVERT COUNTY	625,000
	VARIOUS LOCATIONS IN CALVERT COUNTY	697,997
	VARIOUS LOCATIONS IN CALVERT COUNTY	1,000,000
	VARIOUS LOCATIONS IN DISTRICT 4	48,549
	VARIOUS LOCATIONS IN DISTRICT 6	113,210
	VARIOUS LOCATIONS IN DISTRICT 6	457,600
	VARIOUS LOCATIONS IN DISTRICT 6	500,000
	VARIOUS LOCATIONS IN DISTRICT 6	600,000
	VARIOUS LOCATIONS IN DORCHESTER COUNTY	500,000
	VARIOUS LOCATIONS IN DORCHESTER COUNTY	1,081,415
	VARIOUS LOCATIONS IN HARFORD COUNTY WEST OF US 1	108,112
	VARIOUS LOCATIONS IN HARFORD COUNTY WEST OF US 1	3,605,696
	VARIOUS LOCATIONS IN HOWARD COUNTY	467,087
	VARIOUS LOCATIONS IN HOWARD COUNTY	1,000,000

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

	VARIOUS LOCATIONS IN HOWARD COUNTY	2,059,200
	VARIOUS LOCATIONS IN KENT COUNTY	618,938
	VARIOUS LOCATIONS IN KENT COUNTY	835,739
	VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	500,000
	VARIOUS LOCATIONS IN ST. MARY'S COUNTY	1,500,000
	VARIOUS LOCATIONS IN ST. MARY'S COUNTY	2,029,600
	VARIOUS LOCATIONS IN WORCESTER COUNTY	165,399
	VARIOUS LOCATIONS IN WORCESTER COUNTY	900,000
	VARIOUS LOCATIONS IN WORCESTER COUNTY	1,681,475
	VARIOUS ROUTES IN CHARLES COUNTY	300,000
	VARIOUS ROUTES IN CHARLES COUNTY	751,358
	VARIOUS ROUTES IN KENT COUNTY	640,000
	VARIOUS ROUTES IN PRINCE GEORGE'S COUNTY	20,000
	VARIOUS ROUTES IN PRINCE GEORGE'S COUNTY	500,000
	VARIOUS ROUTES IN PRINCE GEORGE'S COUNTY	2,000,000
	TOTAL	103,224,552

Bridge Replacement and Rehabilitation (Fund 80)

IS0068	BRIDGE 0110200 -OVER KELLY RD AND CSXT, BRIDGE 0100300- OVER PATTERSON AVENUE	800,000
IS0068	CUMBERLAND VIADUCT BRIDGE & MD 51 BRIDGE 0109200 OVER CSX RR & CANAL PKWY	16,318,900
IS0070	BRIDGE 2110803 & 2110804 OVER MD 63	1,400,000
IS0083	BRIDGE 03214 ON MIDDLETOWN ROAD OVER I-83	6,208,538
IS0083	OVER I-695 & MTA LIGHTRAIL	400,000
IS0095	REHAB AND WIDEN DUAL BR 16162005 AND 1616206 OVER SUITLAND RD	15,280
IS0095	REHAB AND WIDEN DUAL BR 16162005 AND 1616206 OVER SUITLAND RD	100,275
IS0095	REHAB AND WIDEN DUAL BR 16162005 AND 1616206 OVER SUITLAND RD	220,545
IS0095	REHAB AND WIDEN DUAL BR 16162005 AND 1616206 OVER SUITLAND RD	2,015,899
IS0695	BRIDGE 0200100 OVER PATAPSCO RIVE & HAMMONDS FERRY ROAD	3,649,354
MD0004	REPLACE BRIDGE 1618101 AND 1618102 OVER MD 223	2,650,000
MD0068	BRIDGE 21038 OVER ANTIETAM CREEK	1,268,310
MD0068	BRIDGE 2115200 OVER ST. JAMES RUN	500,000
MD0144	BRIDGE 0109100 OVER EVITTS CREEK	100,000
MD0145	BRIDGE 0337600 OVER GUNPOWDER FALLS	2,098,096
MD0190	BRIDGE 1502700 OVER CABIN JOHN CREEK	335,188
MD0193	BRIDGE 1513600 ON MD 193 OVER I-495	2,063,860
MD0193	BRIDGE 1513600 ON MD 193 OVER I-495	9,856,483
MD0202	MD 202 OVER I-495	3,893,995
MD0234	BRIDGE 0803600 OVER ALLENS FRESH RUN	695,428
MD0234	BRIDGE 0804700 OVER GILBERT SWAMP RUN	600,000
MD0272	BRIDGE 7036 OVER AMTRAK	613,627
MD0328	REHAB/REPL BR 5012 ON MD 328 OVER TUCKAHOE CREEK	606,496
MD0328	REHAB/REPL BR 5012 ON MD 328 OVER TUCKAHOE CREEK	5,900,769
MD0328	REHAB/REPL BR 5012 ON MD 328 OVER TUCKAHOE CREEK	7,076,307
MD0545	BRIDGE 07055 OVER LITTLE ELK CREEK	1,806,555
MD0650	BRIDGE 15013 ON MD 650 OVER SLIGO CREEK	1,148,860
MD0650	BRIDGE 1513900 OVER I495	171,197
MD0650	BRIDGE 1613900 OVER I-495	1,448,766
MD0667	REPLACE SMALL STRUCTURE 19021X0 OVER PUNCHEON LANDING BRANCH	72,871

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MD0695	BRIDGE 0323805 & 0323806 OVER MATRAK & BACK RIVER CLEANING & PAINTING	4,223,648
MD0695	BRIDGE 0323805 & 0323806 OVER MATRAK & BACK RIVER CLEANING & PAINTING	4,223,648
MD0935	BRIDGE 1016-MD 935 OVER GEORGES CREEK	435,208
MD0935	BRIDGE 1016-MD 935 OVER GEORGES CREEK	878,476
US0029	BRIDGE 1301101, 1301102, 1300800, 1301002, 1307603 & 1307604	3,871,245
US0219	REHABILTATION & RETAINING WALL 11011R0 AT FOX DEN ROAD	1,460,441
	11 BRIDGES IN CARROLL & FREDERICK COUNTIES	1,542,798
	12 BRIDGES IN ANNE ARUNDEL COUNTY	919,433
	6 BRIDGES IN FREDERICK COUNTY	2,091,592
	BRIDGE 1002504 OVER MONOCACY RIVE	2,165,861
	BRIDGE 2100100 ON US 11 OVER POTOMAC RIVER, CSX RR & C&O CANAL, BRIDGE 2103600 OM MD 68 OVER CONOGOCHEGNE CREEK	201,773
	BRIDGE 2100100 ON US 11 OVER POTOMAC RIVER, CSX RR & C&O CANAL, BRIDGE 2103600 OM MD 68 OVER CONOGOCHEGNE CREEK	473,043
	BRIDGE 2100100 ON US 11 OVER POTOMAC RIVER, CSX RR & C&O CANAL, BRIDGE 2103600 OM MD 68 OVER CONOGOCHEGNE CREEK	1,074,560
	BRIDGE INSPECTION STAFF TRAINING PROGRAM - FREDERICK COUNTY	12,000
	BRIDGE INSPECTION STAFF TRAINING PROGRAM - FREDERICK COUNTY	12,000
	BRIDGES 0313100, 0315900, 0328600, 0329102 & 0330500	996,767
	ENSOR MILL ROADS OVER THIRD MINE BRANCH	290,640
	FREDERICK AVE BRIDGE OVER GWYNNS FALLS AND CSX & INTERSECTIONS IMPROVEMENTS AT CATON AVE & WILKENS AVE	8,000,001
	GARIS SHOP ROAD OVER ANTIETAM CREEK	174,400
	LEITERS MILL ROAD OVER ANTIETAM CREEK	167,200
	MANAGEMENT OF WORCESTER COUNTY'S BRIDGE INSPECTION PROGRAM & TRAINING COURSES	120,120
	MD 145 BRIDGE 0337600 OVER GUNPOWDER FALLS	2,098,096
	PINEY MEETINGHOUSE ROAD OVER WATTS BRANCH	410,000
	POTOMAC HOLLOW ROAD: BRIDGE 200000A-008010 OVER MOORES RUN	210,000
	POTOMAC HOLLOW ROAD: BRIDGE 200000A-008010 OVER MOORES RUN	472,286
	STATEWIDE BRIDGE INSPECTION PROGRAM FY 2013	1,500,000
	WETIPQUIN ROAD OVER WETIPQUIN CREEK	1,812,767
	WILKENS AVENUE OVER GWYNNS FALLS	300,000
	TOTAL	114,173,602

Congestion Management (Funds 81 and 86)

IS0095	I-95/I-495 PARK & RIDE RELOCATION	1,912,250
MD0004	AT MD 794	100,000
MD0004	AT MD 794	232,000
MD0004	AT MD 794	332,000
MD0005	1.0 MILE NORTH OF MD 5 BUS	122,466
MD0032	BURNTWOOD ROAD INTERCHANGE	4,370,115
	CHART - DYNAMIC MESSAGE SIGNS DEPLOYMENT	470,400
	CHART - MSP PUSH BUMPERS FOR FY 2008	18,634
	CHART - MSP STAFFING & SUPPORT FY 13-15	400,000
	CHART OCEAN CITY DETECTORS O&M FY 13-14	200,000
	CHART OCEAN CITY DETECTORS O&M FY 13-14	200,000
	CHART OPERATION CENTERS STAFFING SUPPORT	531,764
	CHART OPERATION CENTERS STAFFING SUPPORT	800,000
	CHART OPERATIONS BUDGET FOR FY 2012	300,000
	CHART OPERATIONS BUDGET FOR FY 2012	1,500,000
	CHART OPERATIONS BUDGET FOR FY 2012	6,750,000
	CHART OPERATIONS FY 2013	3,500,000

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	CHART OPERATIONS FY 2013	5,456,443
	CHART SUPPORT FOR MATOC FY13-14	100,000
	CHART SYSTEM NETWORK ENGINEER AND O&M FY 12-16	4,100,000
	CHART SYSTEM NETWORK ENGINEER AND O&M FY 12-16	5,000,000
	CHART USER INTERFACE DESIGN & TEST BED	500,000
	I-95 SOUTHBOUND WELCOME CENTER TRUCK PARKING EXPANSION	2,117,773
	I-95 SOUTHBOUND WELCOME CENTER TRUCK PARKING EXPANSION	2,623,993
	TECHNICAL SUPPORT FOR CHART ITS FY 12-14	600,000
	TECHNICAL SUPPORT FOR CHART ITS FY 12-14	812,089
	TOTAL	43,049,927

TMDL Compliance (Fund 82)

MD0005	SWM RETROFITS ALONG MD 5 BETWEEN MP 0.00 TO 8.08 & MP 9.53 TO 11.20	447,896
MD0010	MD 2 TO I-695	206,976
MD0032	MD 175 TO HOWARD COUNTY LINE	189,508
MD0097	US 29 TO MD 108	189,507
MD0144	UPPER LITTLE PATUXENT STREAM RESTORATION	1,000,000
	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	125,000
	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	300,000
	TMDL STORMWATER FACILITY ENCHANCEMENTS IN DISTRICT 3	1,000,000
	TMDL IMPROVEMENTS - US 301 CHARLES COUNTY & MD 2 ANNE ARUNDEL COUNTY	500,000
	TMDL IMPROVEMENTS - US 301 CHARLES COUNTY & MD 2 ANNE ARUNDEL COUNTY	500,000
	VARIOUS LOCATIONS IN DISTRICT 4	149,700
	VARIOUS LOCATIONS IN DISTRICT 4	500,000
	VARIOUS LOCATIONS IN DISTRICT 4	750,000
	ENVIRONMENTAL RESORATION & POLLUTION ABATEMENT PROJECT	456,089
	MD 4, MD 202 & MD 214 - INSTALL SWM FACILITIES AT VARIOUS LOCATIONS	1,250,000
	TOTAL	7,564,676

Community Safety and Enhancements (Fund 84)

MD0005BU	REV - INTERSEC OF US301 (CRAIN HWY) AND MD5BU TO INTERSEC OF ELL LANE AND MD5BU	241,354
MD0005BU	REV - INTERSEC OF US301 (CRAIN HWY) AND MD5BU TO INTERSEC OF ELL LANE AND MD5BU	386,799
US0040	INTERIM INTERSECTION IMPROVEMENTS AT MOHR'S LANE	500,000
	TOTAL	1,128,153

Baltimore City Projects

US0040	WEST CORRIDOR IN BALTIMORE CITY	10,000,000
	BALTIMORE CITY PROJECT	260,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR I - FY 11	300,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR I - FY 11	899,880
	VARIOUS LOCATIONS, SOUTHEAST SECTOR I - FY 11	1,362,471
	VARIOUS LOCATIONS, SOUTHEAST SECTOR III - FY 11	400,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR III - FY 11	700,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR III - FY 11	736,363
	VARIOUS LOCATIONS, SOUTHEAST SECTOR IV - FY 11	141,755
	VARIOUS LOCATIONS, SOUTHEAST SECTOR IV - FY 11	161,528
	VARIOUS LOCATIONS, SOUTHEAST SECTOR IV - FY 11	849,827

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	VARIOUS LOCATIONS, SOUTHEAST SECTOR IV - FY 11	1,000,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR III - FY 12	200,000
	VARIOUS LOCATIONS, SOUTHEAST SECTOR III - FY 12	2,000,000
	REHABILITATE ROADWAYS AROUND EAST BALTIMORE LIFE SCIENCE PARK	514,091
	PROCUREMENT OF TWO (2) INCIDENT MANAGEMENT TRUCKS	200,000
	VARIOUS LOCATIONS IN BALTIMORE CITY	266,722
	CITYWIDE BICYCLE PARKING IMPROVEMENTS	44,000
	TOTAL	20,036,637

SPR (Fund 46)

	POOLED FUND STUDY - SPR RESEARCH FY 2002 SOIL MIXING METHODS FOR HIGHWAY APPLICATIONS	40,000
	SPR GENERAL RESEARCH PROGRAM FY 2013	1,919,160
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	5,224
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	91,650
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	210,510
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	1,699,425
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	8,250,000
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2012	8,671,260
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2013	1,000,000
	SPR PLANNING PART 1 WORK PROGRAM FOR FY 2013	3,337,738
	SPR POOLED FUND STUDY - I-95 CORRIDOR COALITION VEHICLE PROBE PROJECT	117,000
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	472
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	1,000,000
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	3,439,823
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	4,000,000
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	4,594,386
	SPR STATEWIDE PLANNING WORK PROGRAM FOR FY 2010	5,000,000
	TOTAL	43,376,648

Other Projects

	SAFE ROUTES TO SCHOOL - PLANNING & EVALUATION OF INFRASTRUCTURE PROJECTS	60,000
	MONTGOMERY & PG COUNTY ITS DEV TIC & TELECOMM STUDY	1,773,916
	DISADVANTAGE BUISNESS ENTERPRISE (DBE) SUPPORT	34
	DISADVANTAGE BUISNESS ENTERPRISE (DBE) SUPPORT	3,580
	DISADVANTAGE BUISNESS ENTERPRISE (DBE) SUPPORT	288,750
	DISADVANTAGE BUISNESS ENTERPRISE (DBE) SUPPORT	300,000
	WATERSHED RESOURCES REGISTRY (WRR) IMPLANTATION SUPPORT	30,000
	CATT LAB OPERATIONS SUPPORT FY 12-14	600,000
	CATT LAB OPERATIONS SUPPORT FY 12-14	800,000
	DBE / SUPPORTIVE SERVICES PROGRAM FY 2012	159,502
	PILOT BUSINESS OPPORTUNITY & WORKFORCE DEVELOPMENT (BOWD) CENTER	411,250
	PILOT BUSINESS OPPORTUNITY & WORKFORCE DEVELOPMENT (BOWD) CENTER	700,000
	2013 NATIONAL SUMMER TRANSPORTATION INSTITUTE PROGRAM AT MORGAN STATE UNIVERSITY	43,475
	2013 NATIONAL SUMMER TRANSPORTATION INSTITUTE PROGRAM AT UMES	40,000
	CITE - ITS PCB PROGRAM PARTNERSHIP	92,336
	CITE - ITS PCB PROGRAM PARTNERSHIP	284,620
	I-95 CORRIDOR COALITION SUPPORT FOR ITS-MCOM FY11	3,216,481
MD0200	INDIAN CREEK STREAM RESTORATION	7,709
MD0200	INDIAN CREEK STREAM RESTORATION	787,143

APPENDIX B – SHA Obligated Projects, July 2012 to June 2013

	TDSD - WORK ZONE SAFETY ACTIVITIES	32,378
	TDSD - WORK ZONE SAFETY ACTIVITIES	851,572
	TDSD - TRAFFIC STUDY REVIEW	704,142
	RECREATIONAL TRAILS PROGRAM	38,342
	RECREATIONAL TRAILS PROGRAM	445,694
	RECREATIONAL TRAILS PROGRAM	1,112,384
	STATEWIDE RECREATIONAL TRAIL PROGRAM FY 2012	67,094
	WETLAND & STREAM RESTORATION MONITORING	286,917
	WETLAND & STREAM RESTORATION MONITORING	364,897
	WETLAND & STREAM RESTORATION MONITORING	405,638
	STWD: CONSULTANT LIGHTING DESIGN	100,000
	STWD: CONSULTANT LIGHTING DESIGN	120,000
	STWD: CONSULTANT LIGHTING DESIGN	205,150
	STWD: CONSULTANT LIGHTING DESIGN	274,125
	STWD: CONSULTANT LIGHTING DESIGN	420,000
	STWD: INHOUSE TCD STUDY REVIEW	52,210
	STWD: INHOUSE TCD STUDY REVIEW	330,000
	ON THE JOB TRAINING / SUPPORTIVE SERVICE PROGRAM FY 2012	98,152
	OLD MILL BOTTOM ROAD - CSX TRANSPORTATION 140426F	169,855
	MD STRATEGIC HIGHWAY SAFETY PLAN FOR PEDESTRIAN/BICYCLE SAFETY ENFORCEMENT & EDUCATION FY2013	400,000
	EXTENSION OF TEACHER'S WAY	191,626
	EXTENSION OF TEACHER'S WAY	816,262
	PARK VALLEY ROAD OVER SLIGO CREEK	256,000
	LONG BRANCH VILLAGE CENTER ACCESS IMPROVEMENTS	742,500
	ROCKVILLE PEDESTRIAN ACCESS IMPROVEMENTS	3,701
	ROCKVILLE PEDESTRIAN ACCESS IMPROVEMENTS	145,324
MD0005	FROM SOUTH OF TRINITY CHURCH ROAD TO OLD STATE HOUSE ROAD	210,736
MD0005	FROM SOUTH OF TRINITY CHURCH ROAD TO OLD STATE HOUSE ROAD	711,389
	CRISFIELD LOADING DOCK & PASSENGER TERMINAL	98,000
	CRISFIELD LOADING DOCK & PASSENGER TERMINAL	136,876
	CRISFIELD LOADING DOCK & PASSENGER TERMINAL	583,045
	LOCAL TECHNICAL ASSISTANCE PROGRAM - FY 2013	73,150
	LOCAL TECHNICAL ASSISTANCE PROGRAM - FY 2013	76,850
	HIGHWAY-RAIL CROSSING, SOUTH DIVISION STREET AT NORFOLK SOUTHERN RAILWAY, DOT 530228M	242,907
	AMBER PLAN PROGRAM ASSISTANCE	42,946
	ANACOSTIA RIVERWALK TRAIL	1,295,000
	SHRP IMPLEMENT ASPHALT-TEST EQUIP. FY 92	266,947
	TOTAL	1,102,507,637

* This information is based on the State Fiscal Year 2013 (July 2012 to June 2013)

APPENDIX C - MTA Obligated Projects, July 2012 – March 2014

July 2012 through March 2014 Statewide Obligations (Dollars in $000s)
Maryland Transit Administration
Prepared 03-18-2014

				Federal Funding Categories										
Mode	**Project Title**	**Project #s**	**MPO**	**5307**	**5308**	**5316**	**5317**	**5309**	**L5311**	**5337**	**VTCLi Discretionary Grant**	**CMAQ**	**FHWA**	**FTA-SGR**
MARC	West Baltimore MARC Parking	1089	Balt					2928						
Metro	Metro Electrical substation	0474	Balt	1073										
AGY	2013 Bus and Rail PM	N/A	Balt											
Bus	Kirk Bus Facility Replacement	0705	Balt											40000
AGY	Baltimore Red Line	0862	Balt	24000										
Bus	Bus Hybrid Battery Replacement	1436	Balt	403										
MARC	MARC Bayview Station D&E	1292	Balt										743	
LRT	PA/LED Sign Replacement	Multi	Balt	4836										
Mobility	Mobility Bus Implementation Project	0541	Balt									10133		
Bus	Bus Replacement	1172	Balt									76078		8000
LOTS	Small Urban Transit - Capital	N/A	Balt	1230										
LOTS	Small Urban Transit - Operating	N/A	Balt	751										
AGY	2014 Bus & Rail PM	N/A	Balt											
MARC	MARC Halethorpe Station	0435	Balt	5780				7846				755		
MARC	MARC Maint. & Layover Facility	1208	Balt							1255				
LRT	Light Rail Mid-Life Overhaul	1153	Balt	370								2772		
AGY	Bus and Rail System Preservation	Multi	Balt	2800										
AGY	Ridesharing	N/A	Balt									418		
AGY	CMAQ Areawide	N/A	Balt									163		
LOTS	JARC	N/A	Balt			1944								
LOTS	New Freedom	1348	Balt				352							
LOTS	Ocean City Bus Replacement	0211	Stwde											2000
AGY	Transit Asset Management - Phase 1	1435	Stwde											8000
AGY	AGY Sys Preservation & Enhancement	Multi	Stwde	6732										
MARC	MARC Rolling Stock	Multi	Stwde									10549		
LOTS	New Freedom Cap & Op Asistance	1348	Stwde				472							
LOTS	JARC - Cap & Op Assistance	1347	Stwde			798								
LOTS	VTCLi	0211	Stwde								1972			
LOTS	Montgomery County Clean Fuels Buses	N/A	Wash	1600	3066									
LOTS	Local Bus Replacement Mont. & PG	Multi	Wash	10000										
LOTS	Large Urban Systems - Capital	Multi	Wash									896		
LOTS	JARC	1347	Wash			148								
LOTS	New Freedom	1348	Wash				613							
LOTS	Rural Transit- Operating	0826	Wash						717					
LOTS	Small Urban Systems - Cap	0217	Wash	1392										
LOTS	Small Urban Systems - Op	0217	Wash	7607										
MARC	MARC Washington Mid-Day Storage	0208	Wash											
Funding Totals				**68574**	**3066**	**2890**	**1437**	**10774**	**717**	**1255**	**1972**	**101764**	**743**	**58000**

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS 2014-2018

Dollars in Millions

State Highway Administration (SHA)	2014	2015	2016	2017	2018	2014-2018 TOTAL
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	$ 123.7	$ 346.2	$ 652.6	$ 1,054.0	$ 1,649.7	$ 3,826.2
FEDERAL REVENUE						
Federal Fund Balance as of 10/1/2013	$ 261.2	$ 353.9	$ 443.9	$ 561.8	$ 677.2	$ 2,298.0
Federal Core Apportioned Programs w/o HPP	$ 580.0	$ 580.0	$ 580.0	$ 580.0	$ 580.0	$ 2,900.0
Federal High Priority Project Funding	$ -		$ -	$ -		
Special Federal Appropriations and Allocations	$ -		$ -	$ -		
American Recovery and Reinvestment Act of 2009	$ -	$ -	$ -	$ -		
Total Federal Revenue Available	$ 841.2	$ 933.9	$ 1,023.9	$ 1,141.8	$ 1,257.2	$ 5,198.0
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	$ 585.1	$ 722.6	$ 919.5	$ 993.9	$ 934.8	$ 4,155.9
Total State Revenue Available	$ 585.1	$ 722.6	$ 919.5	$ 993.9	$ 934.8	$ 4,155.9
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	$ 1,550.0	$ 2,002.7	$ 2,596.0	$ 3,189.7	$ 3,841.7	$ 13,180.1
SHA REVENUE USES (ARRA Included)						
MAJOR PROJECTS (includes D&E)						
Primary	$ 88.5	$ 175.5	$ 257.8	$ 209.4	$ 108.1	$ 839.3
Secondary	$ 21.6	$ 60.3	$ 73.3	$ 69.6	$ 33.4	$ 258.2
Interstate	$ 41.0	$ 38.1	$ 99.1	$ 118.3	$ 85.1	$ 381.6
Woodrow Wilson	$ 2.6	$ -	$ 0.1	$ 0.2	$ 0.1	$ 3.0
Change Orders	$ 3.0	$ 12.8	$ 21.1	$ 22.5	$ 15.8	$ 75.2
Total Major Projects	$ 181.7	$ 286.7	$ 451.4	$ 420.0	$ 242.5	$ 1,557.3
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	$ 9.2	$ 9.2	$ 8.7	$ 7.1	$ 7.3	$ 41.5
Crash Prevention	$ 12.1	$ 16.9	$ 9.3	$ 13.3	$ 13.5	$ 65.1
Median Guardrail & End Treatment	$ 5.0	$ 5.5	$ 3.9	$ 3.0	$ 3.0	$ 20.4
ADA Retrofit	$ 15.8	$ 15.5	$ 12.7	$ 13.2	$ 11.0	$ 68.2
RailRoad Safety & Spot	$ 2.9	$ 2.9	$ 2.9	$ 2.9	$ 2.9	$ 14.5
Drainage	$ 17.9	$ 20.2	$ 20.1	$ 19.7	$ 19.9	$ 97.8
Emergency	$ 1.2	$ 0.9	$ 0.9	$ 0.8	$ 0.8	$ 4.6
Safety & Spot Improvements	$ 45.5	$ 45.9	$ 45.5	$ 46.0	$ 44.9	$ 227.8
Resurfacing & Rehabilitation	$ 262.4	$ 235.2	$ 242.1	$ 259.5	$ 263.9	$ 1,263.1
Sidewalks	$ 3.4	$ 5.3	$ 5.2	$ 4.2	$ 4.2	$ 22.3
Bridge Replace & Rehab.	$ 175.3	$ 154.6	$ 150.1	$ 155.7	$ 167.7	$ 803.4
Park-n-Ride	$ 13.1	$ 6.1	$ 5.0	$ 3.4	$ 3.8	$ 31.4
Urban Reconstruction	$ 0.9	$ 0.8	$ 0.6	$ 0.6	$ 0.6	$ 3.5
Traffic Management	$ 56.8	$ 62.2	$ 59.9	$ 56.1	$ 48.2	$ 283.2
CHART (ITS Program)	$ 20.0	$ 23.3	$ 18.2	$ 18.8	$ 17.6	$ 97.9
Intersection Capacity	$ 12.2	$ 17.1	$ 14.5	$ 11.9	$ 12.3	$ 68.0
Bicycle Retrofit	$ 2.6	$ 3.3	$ 2.8	$ 2.9	$ 2.9	$ 14.5
TMDL Compliance	$ 35.8	$ 80.2	$ 91.8	$ 106.8	$ 123.3	$ 437.9
Retrofit Sound Barriers	$ 7.2	$ 7.3	$ 14.2	$ 11.5	$ 2.5	$ 42.7
Community Safety & Enhancement	$ 16.9	$ 44.8	$ 68.5	$ 76.6	$ 58.8	$ 265.6
Facilities, Equipment & Environmental Compliance	$ 75.5	$ 58.4	$ 59.9	$ 58.8	$ 59.5	$ 312.1
Truck Weight Facilities and Equipment	$ 6.6	$ 4.7	$ 10.2	$ 5.7	$ 5.8	$ 33.0
Transportation Enhancement Program		$ 13.9	$ 13.6	$ 14.1	$ 14.4	$ 56.0
Unallocated ARRA	$ -	$ -	$ -	$ -		$ -
Total S, CR and CE	$ 798.3	$ 834.2	$ 860.6	$ 892.6	$ 888.8	$ 4,274.5

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS
Dollars in Millions

State Highway Administration (SHA)	2014	2015	2016	2017	2018	2014-2018 TOTAL
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	$ 29.1	$ 27.5	$ 28.0	$ 28.5	$ 30.4	$ 143.5
Access Controls	$ -	$ -	$ -	$ -		$ -
Reimbursables	$ 25.0	$ 11.0	$ 11.0	$ 11.0	$ 11.0	$ 69.0
Total Other System Preservation	**$ 66.1**	**$ 38.5**	**$ 39.0**	**$ 39.5**	**$ 41.4**	**$ 212.5**
PROGRAMS 3 & 8						
State Aid in Lieu to Locals	$ 4.9	$ 4.9	$ 4.9	$ 4.9	$ 4.9	$ 24.5
Major IT Projects	$ 7.1	$ 9.2	$ 9.5	$ 6.4	$ 5.8	$ 38.0
Total Programs 3 & 8		**$ 14.1**	**$ 14.4**	**$ 11.3**	**$ 10.7**	**$ 62.5**
Subtotal of SHA Uses	**$ 1,027.1**	**$ 1,173.5**	**$ 1,365.4**	**$ 1,363.4**	**$ 1,183.4**	**$ 6,106.8**
DEBT SERVICE						
GARVEE Debt Service	$ 85.9	$ 85.8	$ 85.8	$ 85.8	$ 85.8	$ 429.1
Total Debt Service	**$ 85.9**	**$ 85.8**	**$ 85.8**	**$ 85.8**	**$ 85.8**	**$ 429.1**
OTHER						
ADHS Local Access	$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 4.0
Local Bridge Program	$ 12.5	$ 12.5	$ 12.5	$ 12.5	$ 12.5	$ 62.5
Baltimore City Federal Aid	$ 31.6	$ 31.6	$ 31.6	$ 31.6	$ 31.6	$ 158.0
Baltimore City HPP	$ -	$ -	$ -	$ -	$ -	$ -
Local Non-Baltimore City HPP	$ -	$ -	$ -	$ -	$ -	$ -
Safe Routes to Schools	$ -	$ -	$ -	$ -	$ -	$ -
Rec Trails	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 5.5
CMAQ to MDOT/Modals	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 224.0
ARRA funding for Baltimore City Projects	$ -		$ -			$ -
ARRA funding for Local Projects	$ -		$ -			$ -
Total Other	**$ 90.8**	**$ 90.8**	**$ 90.8**	**$ 90.8**	**$ 90.8**	**$ 454.0**
TOTAL REVENUE USES	**$ 1,203.8**	**$ 1,350.1**	**$ 1,542.0**	**$ 1,540.0**	**$ 1,360.0**	**$ 6,989.9**
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	**$ 346.2**	**$ 652.6**	**$ 1,054.0**	**$ 1,649.7**	**$ 2,481.7**	**$ 6,190.2**
ARRA funding for SHA Projects	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Note: These categories generally reflect the SAFETEA-LU and MAP-21 federal authorization programs. The current MAP-21 authorization modifies the names of programs at FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2015 and FFY2018 for a given program.

Tuesday, March 25, 2014

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 line 106 on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of** 10/1/2013 – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/1/2013, i.e. it is the sum of unobligated federal formula funds carried forward into FFY 2014.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT's MAP-21 summary of apportionment tables dated September 12, 2013. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FFY 2015 through FFY 2018 are held constant at the FFY 2009 apportionment level (final year of SAFETEA-LU).
- **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. After the expiration of SAFETEA-LU, no HPP were included in subsequent funding bills and, therefore, no 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 FFY 2010 Appropriations Act included $18.2 million in discretionary awards for the following SHA projects.

2010 (PL 111-117)			
Demo ID	Category		Earmark
	PLH	BRAC-Related, Improvements Harford County, MD	$2,881,450
	PLH	BRAC-Related, Improvements Anne Arundel County, MD	$2,753,200
	PLH	BRAC-Related, Improvements Montgomery County, MD	$4,400,000
	PLH	BRAC-Related Improvements, Prince George's County, MD	$2,496,700
	PLH	BW Pkwy Feasibility Study, MD	$1,000,000
	TCSP	US 113 Improvements in Worcester County, MD	$950,000
	STP	MD 404 Improvements in Caroline, Talbot and QA Counties, MD	$950,000
	STP	US 301, Charles County, MD	$750,000
	STP	MD 4, MD 2/4 to MD 235, including Thomas Johnson Bridge and MD 235 Intersection, MD	$750,000
	STP	Intersection Improvements Around State Center, Baltimore, MD	$800,000
	STP	Capital Beltway Southside Mobility Study, MD	$500,000
Total			**$18,231,350**

- The FFY 2011 Appropriations Act included $1.8 million in discretionary awards for the following SHA projects.

2011 Discretionary Awards – no earmarks			
Demo ID	Category		Award
	HfL	West Nursery Road Bridge over MD 295	$600,000
	IBRD	Potomac Hollow Bridge AL County	$210,000
	Scenic Byways	4 projects	$657,521
	OEO	OJT project	$250,000
	OEO	DBE assist	$174,600
Total			**$1,892,121**

- The FFY 2012 Appropriations Act included $5.9 million in discretionary awards for the following SHA projects.

2012 Discretionary Awards – no earmarks			
Demo ID	Category		Award
	PLH	Chesapeake & Delaware Canal Recreational Trail (Chesapeake City)	$2,060,000
	TCSP	MD Route 5 @ Brandywine Road and MD Route 373 Intersection Relocation Phases 2-3	$1,000,000
	Truck Parking Facilities	New Truck parking Spaces in Howard County	$2,623,993
	Scenic Byways	Historic National Roads Interpretive Signs	$42,480
	Scenic Byways	Byway Facility at William Still Family Site	$195,480
	Scenic Byways	Star Spangled Banner Byway Signage	$55,120
Total			**$5,977,073**

Earmarks and special allocations for the period FFY 2015 through FFY 2018 are unlikely, and, no such allocations have been assumed in this fiscal constraint analysis. No earmarks are expected to be included in any future appropriations bills.

- **American Recovery and Reinvestment Act of 2009** – This line is for the $431.0 million Maryland received for highway improvements under the ARRA 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 corresponds to “Special Funds” 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 for major projects and 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, and the total matches that shown for "Safety, Congestion Relief and Community Enhancement" on the SHA divider page in the CTP.
- **Other System Preservation** - The total matches that shown for "Other System Preservation" on the SHA divider page in the CTP, plus Reimbursables.
- **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

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	Prior	2015	2016	2017	2018	2015 - 2018 TOTAL
RESOURCES AVAILABLE						
STATE REVENUE						
State Motor Fuel Taxes		$ 917	$ 1,098	$ 1,145	$ 1,186	$ 4,346
Registration and MVA Fees		371	371	380	379	1,501
Vehicle Titling Taxes		775	815	848	874	3,312
Corporate Income Taxes		167	176	165	170	678
Rental Car Sales Tax		33	34	36	37	140
General Sales Tax		-	52	191	199	442
Miscellaneous Motor Vehicle Fees		292	290	299	303	1,184
Total Taxes and Fees		**$ 2,555**	**$ 2,836**	**$ 3,064**	**$ 3,148**	**$ 11,603**
DEDUCTIONS						
To Other Agencies		60	61	63	65	249
MDOT Program and Fees (a)		522	762	952	1,003	3,239
MVA Cost Recovery (b)		206	202	209	212	829
Net Transportation Revenues		**$ 1,767**	**$ 1,811**	**$ 1,840**	**$ 1,868**	**$ 7,286**
9.6% to Local Governments		170	174	177	179	700
90.4% to the Department (MDOT) (c)		1,597	1,637	1,663	1,689	6,586
Subtotal to the Department (a+b+c)		**$ 2,325**	**$ 2,601**	**$ 2,824**	**$ 2,904**	**$ 10,654**

APPENDIX E
Statewide Financial Constraint Summary Table and Explanation

OPERATING REVENUES						
Maryland Port Administration		45	47	49	51	192
Maryland Transit Administration		158	180	187	200	725
Maryland Aviation Administration		211	215	219	223	868
Total Operating Revenues		**$ 414**	**$ 442**	**$ 455**	**$ 474**	**$ 1,785**
MISCELLANEOUS						
Investment Income		1	2	2	2	7
Federal Operating Assistance		93	93	93	93	372
Miscellaneous Revenue		21	21	44	44	130
Reimbursements/GO Bonds (WIP)		56	76	96	111	339
Reserve for Changes in Revenue Sources		(29)	(32)	(34)	(36)	(131)
Total Miscellaneous		**$ 142**	**$ 160**	**$ 201**	**$ 214**	**$ 717**
TOTAL REVENUES		**$ 2,881**	**$ 3,203**	**$ 3,480**	**$ 3,592**	**$ 13,156**
RECEIPTS						
Transfers between TTF & MDTA/GF		-	-	-	-	-
Bond Sales		740	735	505	745	2,725
Funds from Rollover - Fund Balance	-	-	(25)	-	-	(25)
TOTAL REVENUES AND RECEIPTS	**$ -**	**$ 3,621**	**$ 3,913**	**$ 3,985**	**$ 4,337**	**$ 15,856**

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

	Prior	2015	2016	2017	2018	2015 - 2018 TOTAL
EXPENDITURES						
Debt Service Payments		$ 255	$ 301	$ 350	$ 381	$ 1,287
Operating and Maintenance Expenditures		1,793	1,868	1,941	2,015	7,617
State Dollars Available for Capital Projects	-	1,573	1,744	1,694	1,941	6,952
Total Expenditures	$ -	$ 3,621	$ 3,913	$ 3,985	$ 4,337	$ 15,856
Non-Surface Transportation State Dollars		336	311	177	278	1,103
Maryland Transit Administration State Dollars		369	384	380	589	1,722
WMATA State Dollars		144	137	146	145	572
State Highway Administration State Dollar		723	919	994	935	3,571
Total State Dollars for Capital Projects		$ 1,572	$ 1,751	$ 1,697	$ 1,947	$ 6,968
State Revenues Minus Expenditures		$ 1	$ (7)	$ (3)	$ (6)	$ (16)

FTA FEDERAL DOLLARS	Prior Obligations	FY 15	FY 16	FY 17	FY 18	Total
5307		$ 95	$ 95	$ 95	$ 95	$ 380
5309NS		$ 15	$ 145	$ 200	$ 200	$ 560
5310		$ 3	$ 3	$ 3	$ 3	$ 14
5311		$ 6	$ 6	$ 6	$ 6	$ 26
5337		$ 52	$ 52	$ 52	$ 52	$ 210
5339		$ 6	$ 6	$ 6	$ 6	$ 24
CMAQ		$ 45	$ 45	$ 45	$ 45	$ 179
Total FTA Federal Dollars Available	$ -	**$ 223**	**$ 353**	**$ 408**	**$ 408**	**$ 1,392**

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 $10.5 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 30% 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 $611 million over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately $6.4 billion over the four-year period. After accounting for the $90 million in the fund balance, this leaves $4.6 billion available in state dollars for the capital program.

The $4.6 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately $899 million. MTA and WMATA receive approximately $1.2 billion, while SHA receives $2.5 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 over from 2015-2018.

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 F

Eastern Federal Lands Division Projects

FHWA - Eastern Federal Lands Highway Division

FY 2014 - FY 2017 Transportation Improvement Program
EFLHD

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER / AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE (Feb.7, 2013)	CONG DIST NUMBER	FLMA REGION
CHOH 10(1)	2014	MD	Montgomery	Chesapeake and Ohio Canal National Historical Park	Safety Improvements on the Great Falls Entrance Road	3RH	FTNP	Between $250,001 and $500,000	Title 23	EFLHD	In Acquisition	No Change	MD-08	NPS_NC
GWMP 7(1)	2014	MD	Montgomery County	Nationa Park Service, Clara Barton	Slide Repair on Clara Barton	LSR	FTNP	Between $250,001 and $500,000	Title 23	EFLHD	In Design	New Project	MD-08	NPS_NC
BAWA 1(2) 2(2)	2014	MD	Prince George's	Nationa Park Service, Baltimore Washington Parkway	Repave the Baltimore Washington Parkway from Annapolis Road to the Capital Beltway	3RL	FTNP	Between $1,000,001 and $5,000,000	Title 23	EFLHD	In Design	No Change	MD-05	NPS_NC
CHOH 212(1)	2014	MD	Washington	Nationa Park Service, Chesapeake & Ohio Canal NHP	Big Slackwater Bridge; superstructure replacement	BRRH	FTNP	Between $250,001 and $500,000	Title 23	EFLHD	Planned	New Project	MD-06	NPS_NC
MD ASIS 2013-1(3)	2014	MD	Worcester	Nationa Park Service, Assiteague Island National Seashore	ERFO-Hurricane Sandy relocation of Bayside and South Beach PAs	MISC	ERFO	Between $100,001 and $250,000	Title 23	EFLHD	In Design	No Change	MD-01	NPS_NE
BAWA 1A26 E20	2015	MD	Anne Arundel	Nationa Park Service, Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197.	RW	PLHD	Between $1,000,001 and $5,000,000	Title 23	EFLHD	In Design	No Change	MD-05	NPS_NC
CATO 900(1)	2015	MD	Frederick	Nationa Park Service, Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	3RL_BRRH	FTNP	Between $500,001 and $1,000,000	Title 23	EFLHD	In Design	No Change	MD-06	NPS_NC
GREE 11(1)	2015	MD	Prince George's	Nationa Park Service, Greenbelt Park	Main Enrtance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	FTNP	Between $1,000,001 and $5,000,000	Title 23	EFLHD	In Design	No Change	MD-05	NPS_NC
MD-Dorchester 139(1)	2016	MD	Dorchester	U.S. Fish and Wildlife Service, Blackwater National Wildlife Refuge	Hydraulic Study of of Maple Dam Road (County Route 139), thru the Blackwater NWR and Dorchester Co.	4R	PLHD	Between $100,001 and $250,000	Title 23	EFLHD	Planned	New Project	MD-01	FWS_R5

APPENDIX G
Draft 2015 SPR Information

Draft STP List for Statewide Planning Research Program – Part I

STUDY NUMBER	PROGRAM VOLUME	ESTIMATED STATEWIDE PLANNING COST (Participating)
	TRAFFIC	
SP414B4C	Traffic Monitoring System (TMS) Program	$2,402,782
	HIGHWAY STATISTICS	
SP414B4B	Highway Management Information System (HMIS) Coordination	$2,017,694
SP414B41	Geographical Information Systems (GIS) Data and Application Development	$2,801,770
	SYSTEMS AND PROGRAMMING	
SP114B42	State Six Year Primary, Secondary, Interstate and System PreservationProgram (CTP) & Preparation of Annual Statewide Transportation Program (CTP) & Preparation of Annual Statewide Transportation Improvement Program (S.T.I.P)	$640,008
	SPECIAL STUDIES	
SP314B4C	MDOT/SHA Special Studies (APS)	$400,788
SP214B48	Comprehensive Highway Corridor Study	$197,888
SP214B45	Bike / Pedestrian Coordination	$104,000
	TOTAL PART I - PLANNING	**$8,564,931**

APPENDIX H
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.

9. National Highway Performance Program (NHPP)

10. Highway Safety Improvement Program (HSIP)

11. Statewide Planning and Research (SPR)

12. Transportation Alternatives Program (TAP)

APPENDIX H
Federal Funding Sources

Federal-aid Transit Funding

1. Planning Programs, Section Section 5303, 5304, 5305 – Provides planning funds for State Departments of Transportation for Statewide Planning.
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.
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. Safety-LU 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. MAP 21 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
7. Transit Funds for Areas Other Than Urbanized Areas, Section 5311 – Provides capital and operating assistance for rural and small urban public transportation systems.
8. Safety-LU 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.
9. 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.
10. 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.
11. Preventive Maintenance Project Type – Provides funding for preventive maintenance based on grant programs that have a capital component.
12. Section 5337 State of Good Repair
13. Section 5339 Bus and Bus Facilities Formula

APPENDIX I - 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 J

The Statewide Transportation Improvement Program (STIP) contains Statewide and Rural federally funded projects that can be found within the following 6 Metropolitan Planning Organizations:

- Baltimore Metropolitan Planning Organization includes projects found in the following areas; Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City. To view all projects located within this MPO please visit, http://baltometro.org/plans/short-range-transportation-planning

- Washington Metropolitan Planning Organization includes projects found in the following areas; Frederick, Montgomery, Prince George's and Charles Counties. To view all projects located within this MPO please visit, http://www.mwcog.org/clrp/projects/tip/

- Wilmington Metropolitan Planning Organization includes projects found in the following area, Cecil County. To view all projects located within this MPO please visit, http://www.wilmapco.org/tip/

- Cumberland Metropolitan Planning Organization includes projects found in the following area; Allegany County. To view all projects located within this MPO please visit, http://gov.allconet.org/mpo/docs.html#tip

- Hagerstown Metropolitan Planning Organization includes projects found in the following area, Washington County. To view all projects located within this MPO please visit, http://www.hepmpo.net/planning_docs/index.shtm#tip

- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area, Wicomico County. To view all projects located within this MPO please visit, http://www.swmpo.org/tip.html

APPENDIX J

MTA Projects Found Within Most Recent TIPs
2/24/2014

BALTIMORE

Project	TIP #	TIP Page #
MARC Bayview Station	72-1202-56	217
MARC Riverside Facility Procurement	70-1201-56	219
MARC BWI Garage repairs	71-1401-55	221
MARC Edgewood Station	75-1201-54	223
MARC Aberdeen Station Parking Expansion	75-1101-02	226
MARC Halethorp Station Parking Expansion	73-0201-55	228
MARC Maintenance and Layover Facility	70-1201-56	231
Howard Street Revitalization	42-1004-39	235
Metro Station Fire Management System	40-0603-39	238
Bus Wash Repalcement	42-1101-64	240
Closed Circuit Television Improvements	40-1002-69	241
Mobility Bus Implementation	42-1001-69	242
Local Bus & Facilities - Annapolis	41-1101-63	243
Howard County Electric Bus Project	46-1101-05	244
Bus Replacement	40-0009-05	245
Metro Electrical Substation Improvements	40-1201-64	247
Rural Transit Systems - Capital	40-9501-05	249
Small Urban Transit Systems - Capital	40-9502-05	250
Ridesharing	40-9901-01	251
Job Access and Reverse Commute Program	40-9909-69	252
Kirk Bus Facility Replacement - Phase 1	40-1203-65	253
Bus & Rail Preventive Maintenance	40-1204-65	257
Bus Hybrid Battery Replacement	40-1302-65	259
Bus New Main Shop	40-1103-66	260
Rural Transit Systems - Operating	40-9204-61	263
Bus & Rail System Preservation	40-0015-64	264
Small Urban Transit Systems - Operting	40-0104-61	266
Baltimore Red Line	40-0602-69	267
New Freedom Program	40-0801-69	270
Light Rail Mid-Life Overhaul	40-1001-64	271
Metro Railcar Overhaul & Emergency Repairs	40-1003-64	273
PA/LED Sign Replacement	40-1004-64	275

WASHINGTON

Project	TIP #	TIP Page #
Charles County VanGO Transfer Facility	5970	M-19
Local Bus Acquisition	2713	M-19
Corridor Cities Transitway (CCT)	3468	M-19
MARC System Preservation & Improvement	3534	M-20
Purple Line	2795	M-20
MARC Washington Mid-Day Storage	5484	M-20
Small Urban Systems - Operating	2594	M-22
Rural Transit - Capital Assistance	2602	M-21
Rural Transit - Operating Assistance	2853	M-21
Small Urban Systems - Capital	3012	M-21
Ridesharing	3760	M-21

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

MARYLAND TRANSIT ADMINISTRATION

STIP ID: 2014-01
Capital Project Number(s): 0210

Project Title:

Capital Program Assistance to Private Non-Profit Agencies for the Transportation of Elderly & Persons with Disabilities

Description:
An ongoing grant program to provide funding to private non-profit agencies for the transportation of elderly and persons with disabilities. Funds are awarded based on an annual application cycle.

Justification:
Program supports the State's goal of providing transportation services to the elderly and persons with diabilities

Section 5310 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ 2,658	$ 665	$ 2,267	$ 567	$ 6,737	$ 1,684	$ 2,267	$ 567	$ -	$ -	$ -	$ 17,411
Totals	$ 2,658	$ 665	$ 2,267	$ 567	$ 6,737	$ 1,684	$ 2,267	$ 567	$ -	$ -	$ -	$ 17,411

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

STIP ID: 2014-02
Capital Project Number(s): Multiple

Project Title:

Angencywide System Preservation and Enhancements

Description:
An ongoing program for various system preservation and enhancement needs, such as facility roof rehabilitation and signage

Justification:
To improve service nad safety and assure the preservation of the transit service Statewide

Section 5307 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ 4,762	$ 1,191	$ -	$ -	$ 686	$ 172	$ 2,155	$ 539	$ -	$ -		$ 9,504
Totals	$ 4,762	$ 1,191	$ -	$ -	$ 686	$ 172	$ 2,155	$ 539	$ -	$ -	$ -	$ 9,504

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

STIP ID: 2014-03
Capital Project Number(s): Multiple

Project Title:

MARC Rolling Stock Overhauls and Replacement

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC Coaches and Locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for 54 multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system

Justification:

Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service, and complying with federally mandated maintenance regulations.

Section 5307 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 54,588	$ 13,647	$ 4,600	$ 1,150	$ -	$ -	$ -	$ -	$ -	$ 73,985
Totals	$ -	$ -	$ 54,588	$ 13,647	$ 4,600	$ 1,150	$ -	$ -	$ -	$ -	$ -	$ 73,985

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

Section 5309 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY2015 Federal Funds	FY2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 24,251	$ 6,063	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,314
Totals	$ -	$ -	$ 24,251	$ 6,063	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,314

CMAQ

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ 10,549	$ 2,637	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ 13,186
Totals	$ 10,549	$ 2,637	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,186

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

Section 5337

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 24,087	$ 6,022	$ 20,366	$ 5,092	$ 17,184	$ 4,296	$ 16,616	$ 4,154	$ -	$ 97,816
Totals	$ -	$ -	$ 24,087	$ 6,022	$ 20,366	$ 5,092	$ 17,184	$ 4,296	$ 16,616	$ 4,154	$ -	$ 97,816

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

MARYLAND TRANSIT ADMINISTRATION

STIP ID: 2014-04
Capital Project Number(s): Multiple

Project Title:

MARC Improvements on Camden, Brunswick and Penn Lines

Description:
Ongoing improvement program of the MARC Camden, Brunswick and Penn Lines

Justification:
Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve safety and quality of MARC

Section 5307 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 757	$ 189	$ 1,488	$ 372	$ 1,749	$ 437	$ 2,796	$ 699		$ 8,488
Totals	$ -	$ -	$ 757	$ 189	$ 1,488	$ 372	$ 1,749	$ 437	$ 2,796	$ 699	$ -	$ 8,488

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

Section 5309 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH		$ -	$ 5,458	$ 1,365	$ -	$ -	$ -	$ -	$ -	$ -		$ 6,823
Totals	$ -	$ -	$ 5,458	$ 1,365	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,823

Section 5337 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH		$ -	$ 7,711	$ 1,928	$ 11,744	$ 2,936	$ 12,003	$ 3,001	$ 16,247	$ 4,062		$ 59,631
Totals	$ -	$ -	$ 7,711	$ 1,928	$ 11,744	$ 2,936	$ 12,003	$ 3,001	$ 16,247	$ 4,062	$ -	$ 59,631

Dollars are shown in $000's

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

STIP ID: 2014-05
Capital Project Number(s): 0218

Project Title:

Capital and Operating Assistance to Rural Transit Systems

Description:

Section 5311 Capital and Operating Assistance provided to transit systems located outside of urbanized areas. This is an ongoing project.

Justification:

To fullfill a demonstrated need for general purpose transportation for persons living or traveling in rural areas.

Section 5311 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ 602	$ 151	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ -	$ -	$ -	$ 5,253
Totals	$ 602	$ 151	$ 1,200	$ 300	$ 1,200	$ 300	$ 1,200	$ 300	$ -	$ -	$ -	$ 5,253

Dollars are shown in $000's

2013-05, Page 1 of 1

APPENDIX K – MTA Rural Projects (Statewide, not in TIPs)

STIP ID: 2014-08
Capital Project Number(s): 0211

Project Title:

Statewide One-Call/One-Click Center Projects

Description:

This will allow the Delmarva Community Transit to establish a one-call/one-click service in the rural areas of Dorchester, Talbot, Caroline, Kent, Queen Anne's and Wicomico Counties and the Central Maryland Regional Transit to establish a one-call/one-click service in nearly all counties in the State of Maryland.

Justification:

Provide Veterans with information on expanded commute options, and ADA Compliance.

VTCLI Discretionary Grant Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ -	$ -	$ 2,311	$ 578	$ -	$ -	$ -	$ -	$ -	$ 2,889
Totals	$ -	$ -	$ -	$ -	$ 2,311	$ 578	$ -	$ -	$ -	$ -	$ -	$ 2,889

Dollars are shown in $000's

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

APPENDIX L – SHA Rural Projects (Statewide)

GROUPED PROJECTS DETAILED DESCRIPTION

Areawide Bridge Replacement and Rehabilitation - This is an ongoing program to provide major upgrade and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state owned bridges.

Areawide Resurfacing and Rehabilitation - This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Areawide Congestion Management - This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park and ride facilities.

Areawide Environmental – This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements which may include but are not limited to projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities.

Areawide Safety and Spot - This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Areawide Urban Reconstruction - This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscape, signs, and markings and lighting improvements.

Areawide Transportation Alternatives – This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure. These projects may include but are not limited to pedestrian/bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program also includes Safe Routes to School and National Recreational Trails projects.

APPENDIX L – SHA Rural Projects (Statewide)

Project Category	Project Type
1) ENVIRONMENTAL PROJECTS State Fund(s): **24, 25, 26, 49, 74, 82, 88**	Landscaping Wildflower seeding Reforestation/tree planting Scenic beautification Rest areas Noise abatement Noise barriers (construction, retrofitting, rehabilitation) Noise berms (construction, retrofitting, rehabilitation) Environmental compliance Drainage improvements (areas of flooding, road closures) Total maximum daily load for stormwater management Bicycle retrofitting ADA improvements Recreational trails Pedestrian/bicycle improvements
1a) TRANSPORTATION ALTERNATIVES* State Fund(s): **25** ** separated for Baltimore and Washington regions only, otherwise included in Environmental Projects category*	Bicycle/pedestrian improvements Historic transportation facility rehabilitation Conversion/use of abandoned railway corridors Transportation-related archeological activities Highway runoff-related water pollution mitigation Safe Routes to School program National Recreational Trails projects Urban greenways Landscaping

Project Category	Project Type
2) SAFETY & SPOT IMPROVEMENTS State Fund(s): **23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 80, 85, 87**	Truck weigh stations Rest areas Crash prevention Guardrail improvements ADA improvements Drainage improvements Major storm damage repairs Slope repairs Sinkhole repairs Unforeseen roadway/bridge emergency repairs Safety improvements Intersection capacity improvements/realignment Geometric improvements Roundabouts Ramp modifications Railroad crossings Bypass lanes Acceleration/deceleration lanes Turn lanes Pavement marking Joint sealing Bridge inspection Safe Routes to School program

APPENDIX L – SHA Rural Projects (Statewide)

Project Category	Project Type
3) RESURFACING & REHABILITATION State Fund(s): **77**	Resurfacing Concrete patching Joint sealing Pavement marking Milling Patchwork ADA improvements Guardrail improvements

Project Category	Project Type
4) BRIDGE REPLACEMENT & REHABILITATION State Fund(s): **80**	Substructure replacement/rehabilitation Superstructure replacement/rehabilitation Deck replacement/rehabilitation Deck overlay Parapet modification/reconstruction Painting (spot, comprehensive) Cleaning Bridge inspection

Project Category	Project Type
5) URBAN RECONSTRUCTION & REVITALIZATION State Fund(s): **83, 84**	Pavement reconstruction (milling, resurfacing) Drainage reconstruction Pavement marking Bicycle/pedestrian improvements ADA improvements Sidewalks Curbs and gutters Streetscaping Street furniture Signage Lighting Landscaping Urban amenity improvements

Project Category	Project Type
6) CONGESTION MANAGEMENT State Fund(s): **81, 86**	Variable message signs Traffic management video (CCTV) Traffic management detectors Signal systematization/remote timing Permanent CHART congestion monitoring systems Local jurisdiction ITS deployment Park-and-ride lots (construction, expansion, lighting)

APPENDIX M – SHA Advance Construction

Maryland Department of Transportation

Appendix M: Advance Construction

STATE HIGHWAY ADMINISTRATION
ADVANCE CONSTRUCTION (AC) FORECAST
(Dollars in Millions)

	2014	2015	2016	2017	2018
AC Beginning Balance	123.7	346.2	652.6	1,054.0	1,649.7
New AC - Planned	1,029.1	1,608.2	1,880.0	2,136.4	2,251.4
New AC - Managed	169.0	167.0	165.0	153.0	115.0
AC Sub-Total	1,321.8	2,121.4	2,697.6	3,343.4	4,016.1
Less: AC Conversions - Planned	(806.6)	(1,301.8)	(1,478.6)	(1,540.7)	(1,419.4)
Less: AC Conversions - Managed	(169.0)	(167.0)	(165.0)	(153.0)	(115.0)
Ending AC Balance	346.2	652.6	1,054.0	1,649.7	2,481.7

Note: Regarding AC conversions, the State of Maryland converts based on two thirds (2/3) of the total program in the current fiscal year and one third (1/3) of the total program in the following fiscal year.