

2014 STATE REPORT ON TRANSPORTATION
FY 2014 – 2019

CONSOLIDATED TRANSPORTATION PROGRAM



Maryland Department of Transportation

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six year capital investment program for transportation, the Final FY 2014-2019 Consolidated Transportation Program (CTP).

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

ESTABLISHING PRIORITIES

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

The New 2035 MTP update being released with this CTP provides a framework for transportation investments in Maryland based on the priorities and needs of the State, local jurisdictions and Maryland's citizens.

Recognizing the need to ensure adequate funding for transportation projects, the O'Malley/Brown Administration, with the approval of the Legislature, was able to secure additional revenue by passing the Transportation Infrastructure Investment Act of 2013. This Act allowed MDOT to add new projects and reintroduce projects from previous years, to address long-standing transportation issues across the State. The Department is in the fortunate position to make new investments to address many of the State's needs and invest public dollars in the most efficient and cost effective way. While the expected revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address *every* need. MDOT will need to use these resources strategically to ensure investments help implement the MTP vision and address the following priorities:

Priority: Supporting Economic Development and Jobs

Transportation infrastructure provides value, and investing in Maryland's transportation system supports Maryland industries and businesses. Maryland employers depend upon high quality access to remain productive and competitive. By making investments in the transportation system, Maryland retains and enhances access to markets across the globe. MDOT's goal is to ensure its investments support a healthy and competitive State economy. It will do this by undertaking projects that improve freight and commodity flows and the movement of goods and services in and through Maryland.

Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school, or other activities each day. Public transit investment can help working families save more money by providing less expensive transportation options while also addressing environmental issues like climate change and supporting the State's Smart, Green and Growing initiatives. When people choose public transportation, it translates into fewer cars on the road, fewer emissions in the air, and a healthier environment. This year's CTP provides funding for transit in a variety of Maryland contexts, including rural areas, cities and metropolitan regions. For longer commutes, MDOT provides MARC train and commuter bus services. Maryland is committed to providing easily accessible, high quality public transportation. In today's economy, transit is a wise and often necessary service that helps create opportunities and supports a better future for hundreds of thousands of people in Maryland. New revenue is supporting the advancement of new transit projects to meet current and future demand in the Washington and Baltimore regions, while also improving transit services and providing assistance to locally operated transit systems across the State.

Two major initiatives at the MTA are the Transit Modernization Program (TMP) and the MARC Growth and Investment Plan (MGIP) update.

Following nearly a decade since the last thorough review of Local Bus, Light Rail, Metro Subway, MARC Train, and Commuter Bus in Central Maryland, the MTA is conducting a comprehensive review of the region's transit network. The TMP will assess the needs and financial resources of the system as a basis for developing recommendations and an implementation strategy. The MTA study is designed to ensure that job centers are adequately served by public transit; families of all socioeconomic backgrounds have access to important resources like hospitals and educational centers; and that future transit service aligns with housing and job growth. The TMP will guide the strategic efforts that the MTA is taking to deliver quality service to public. The first step is to look at how MTA can make the bus network provide better connections between these key destinations and the fixed rail system. The ultimate goal is to deliver a system in which every mode of the system operates as an integral part of a comprehensive and connected network, while increasing ridership growth.

The MGIP update will provide a framework for the MARC service to increase ridership, improve service, maintain a good state of repair, and enhance the customer experience. The plan will look at improvements in the near-term, long-term, and future timeframes.



Priority: System Preservation

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

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges on the State's highway system to ensure safe travel for Maryland motorists and users of our system.

Since Governor O'Malley took office in 2007, SHA has repaired or rehabilitated 141 State-owned bridges that had been classified as structurally deficient. By April 2013, SHA had reduced the total number of State-owned structurally deficient bridges to 87 out of more than 2,500 structures statewide. This effort has reduced the number of State-owned structurally deficient bridges in Maryland to its lowest number in more than a generation. In addition, the MTA is currently overhauling 63 MARC III coaches, performing a mid-life overhaul on the entire Light Rail fleet, and repairing and

replacing the Metro Signal System to name just a few of the major system preservation efforts. MTA is also developing an Asset Management Plan, which will analyze asset information currently collected to provide insight into long term maintenance and capital replacement needs.

Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Maryland's Smart Growth efforts by launching the Smart, Green and Growing initiative, supporting the creation of a statewide development plan (PlanMaryland), and implementing the Sustainable Communities Act of 2010. These statewide initiatives provide a framework for addressing transportation challenges and coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. This focus has enabled MDOT to build these concepts solidly into the MTP and strengthen efforts to promote transportation alternatives (e.g. rideshare and telework), while also addressing air emissions, water quality, and other environmental impacts. The Smart, Green and Growing Initiative also has encouraged the preservation of resource lands, the revitalization of existing communities, and the promotion of compact, mixed-use development near existing and planned transit stations.

Priority: Transit-Oriented Development (TOD)

TOD is a key component of Maryland's efforts to ensure efficient use of our transportation system and promote sustainable, smart growth development for the State. Transit can be most efficient and effective when it serves to connect relatively dense clusters of houses, jobs, and destinations. A development that is "transit-oriented" typically comprises a mixture of land uses configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpoolers. TOD can help ensure that Maryland residents achieve maximum benefit for their investment in transit and related transportation infrastructure. By contributing to transit ridership, TOD can help reduce highway congestion, greenhouse gas emissions, and sprawl for the benefit of all Maryland residents.

MDOT works with State, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships; infrastructure investments; and other project support. The Department has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and promote transit-supportive land-use policies.

The O'Malley/Brown Administration has promoted TOD as part of its Smart, Green, and Growing initiative by passing legislation and officially designating 15 transit stations as TODs. These station areas are the focus of coordinated efforts to plan for and implement appropriate transit-supportive development. They also will benefit from legislation that makes it easier for both State and local agencies to coordinate and advance their respective TOD agendas. Under the 2010 Sustainable Communities Act, these designated TODs are considered "Sustainable Communities' and are thereby eligible for enhanced support from State programs and potential local Tax Increment Finance (TIF) initiatives.



Priority: Bicycle & Pedestrian Travel

Providing safe infrastructure so that people can choose to walk or bike to meet their daily needs can result in fewer cars on the road, fewer emissions in the air, and a healthier Maryland. Supporting walking and bicycling is an essential element of Maryland's Smart Green and Growing and Cycle Maryland initiatives. MDOT continues to be committed to improving facilities for walking and biking across the statewide network, as evidenced in the 2012 adoption of a Complete Streets policy by SHA. Several recent studies have highlighted the high economic return that bicycle and pedestrian projects can have by generating both jobs and tourism activity. With household budgets stressed, walking and bicycling are affordable travel options that also support health and the environment. MDOT has completed an update of the statewide Bicycle and Pedestrian Master Plan released with this CTP. MDOT conducted extensive public outreach regarding priorities for pedestrian and bicycle travel. The new Plan establishes goals, strategies and initiatives to guide investments and work to enhance bicycle and pedestrian travel throughout Maryland.



MDOT includes accommodations for walking and bicycling in all projects where possible and has launched several programs specifically directing additional funding to walking and biking. This Final CTP includes nearly $210 million for bicycle and pedestrian projects. These investments include an addition of $5 million to the Bikeways Program to support local bicycle transportation project, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan. The Bikeways Program fills missing links in the statewide trails and bikeways network by connecting and extending on-road and off-road bicycle facilities across the State and improving connections to transit, work, schools, shopping, and other destinations. Maryland also provided $2.5 million in grants to local governments for planning and implementing Bikeshare programs to promote the development of bicycle sharing infrastructure. The first Bikeshare stations in Maryland opened this fall in Montgomery County.

Priority: Environment

MDOT recognizes that transportation infrastructure can have a strong influence on the natural environment. The Department will need to develop new tools and strategies with which to combat and respond to climate change and impacts made on the natural environment. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require Maryland's transportation system to be resilient and the strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. As part of the State's response to the EPA's imposition of Total Maximum Daily Loads (TMDLs) for nutrients and sediment on the Bay and its tidal tributaries, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting the mandated water quality targets. The Transportation Act provides MDOT General Funds or General Obligation Bonds to address these requirements. These funds will go a long way in addressing the Phase 1 TMDL legal requirements.

MDOT is working to address climate change by reducing air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to improve the public transportation network and provide alternatives to traveling by single occupant vehicles. MDOT also chairs the Maryland Electric Vehicle Infrastructure Council which was created by legislation in 2011 and has recommended a series of strategies to facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation system. MDOT is also working with other states' transportation and environmental agencies across the Northeast to assess the possibility of installing electric vehicle recharging stations across the region. Meanwhile, the State continues to build its hybrid-electric bus technology and hybrid and flex-fuel vehicle fleets. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. MDOT has installed electric vehicle recharging stations for public use at several locations including MDOT headquarters, BWI Marshall Airport, and at several park and ride lots throughout the State. MDOT has also partnered with the Maryland Energy Administration to install charging infrastructure at transit stations in the Baltimore-Washington Metropolitan Area. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions and contribute to our long-term efforts to fight climate change.

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

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

Priority: Safety & Security

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

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



The Maryland Transportation Authority (MdTA) is investing $12 million to upgrade security and surveillance at its five major bridge facilities including enhancements to its video monitoring capability on the Bay Bridge, Key Bridge, Hatem Bridge, Nice Bridge, and Tydings Bridge.

MDOT has been a primary source of funding for the State's 700 MHz radio system to connect Maryland's first responders on one secure radio network. The first phase of the implementation has been completed and covers central Maryland, Kent County and key infrastructure operated by the MdTA. With the implementation of Phase I, first responders responsible for two-thirds of

Maryland's population can now talk to one another in an emergency situation via one secure radio system.

The security of customers and highly visible transit infrastructure is the focus of a $70 million anti-terrorism and emergency preparedness program being implemented by the MdTA. This program has been funded primarily by the Department of Homeland Security (DHS) Transit Security Grant Program funds awarded to MTA from FY 2005 to FY 2013. Enhancements include improved video monitoring of transit stations and vehicles, communication improvements and public education efforts to involve MTA's hundreds of thousands of daily customers in the security effort based on the premise that, "If you see something, say something." MDOT has supported the Statewide Computer Aided Dispatch, Record Management System (CAD/RMS) and Automated Field Reporting (AFR) systems. This project allows interoperability (use of the same software) and also facilitates timely information sharing with all of the participating State-level law enforcement agencies. Efficiencies are gained in crime analysis, trend analysis, report generation and general law enforcement activities. Through its financial support of WMATA, MDOT also supports security enhancements to the Washington region's bus and Metro subway system.

Governor Martin O'Malley's goal of making the Port of Baltimore one of the safest ports in the nation is the driving force behind the Maryland Port Administration's $45 million Terminal Security Program. With the assistance of our federal partners, the latest state-of-the-art technology is being integrated into a comprehensive port security network that includes enhancements to video monitoring, access controls and other security infrastructure. This comprehensive approach to port security has earned the Port of Baltimore an "Excellent" evaluation rating from the United States Coast Guard for six years in a row.

Priority: Freight

Freight activity in Maryland and thoughout the East Coast is expected to double by 2030. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the State, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.

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



Photo by Bill McAllen Photography

Process for CTP Development

The CTP takes nearly a full year to create, and the criteria used to prioritize program and project investment and its milestones are outlined generally below.

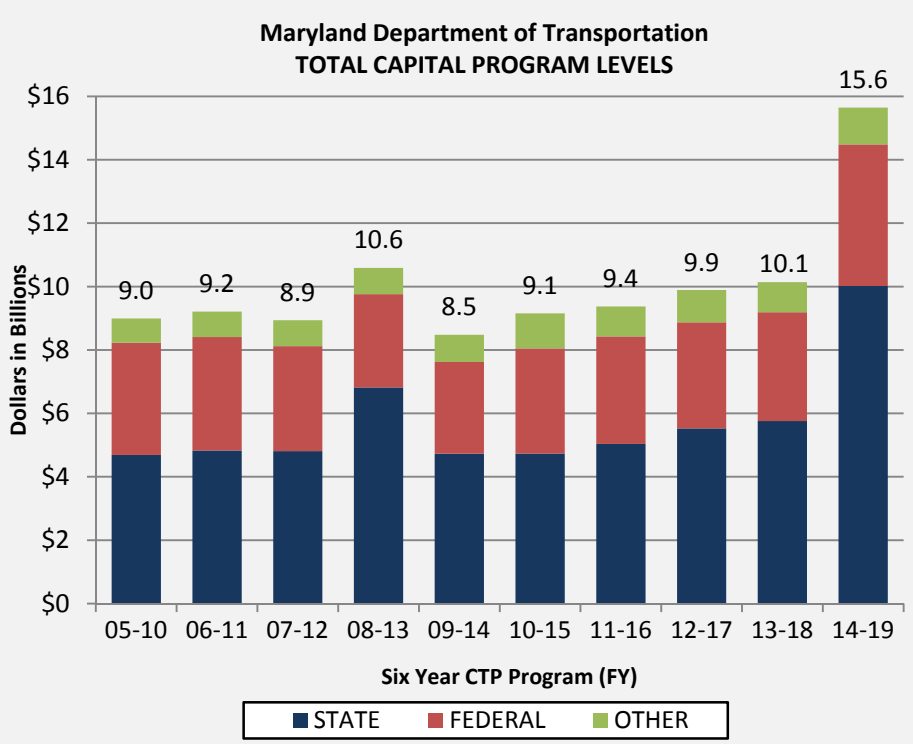
These criteria include:

- Support existing project commitments and uphold intergovernmental agreements;
- Meet all federal and other legal mandates (e.g. TMDL compliance, PTC requirement by 2015, FAA regulations to maintain airport permit);
- Meet all federal match requirements to maximize federal revenue sources;
- Address critical safety issues;
- Support system preservation;
- Support local and/or statewide economic development;
- Support alternative modes of transportation (transit, bike and pedestrian);
- The single top priority (or one of two or three top priorities) within a local priority letter;
- Consistent with local plans;
- Included in the regional MPO long-range plan (if the project is located within an MPO boundary);
- Supports the Department's program priorities and goals and,
- Project supports State plans and objectives, such as priority revitalization area (e.g. TOD or a designated Sustainable Community).



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, the Secretary and MDOT must account for both State and local economic growth, projections of State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. During last year's legislative session of the General Assembly, Governor O'Malley worked closely with State lawmakers to enact legislation to invest in Maryland's critical transportation infrastructure and spark job creation. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which when fully implemented will provide $4.4 billion in new transportation funding over the next six years. This new revenue will enable MDOT to address critical capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and BWI Marshall Airport.



State Revenue Projections

As Maryland's economy continues its recovery from the economic downturn the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21st century. Total projected revenues amount to $27.7 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date.

Pertinent details are as follows:

- Opening Balance: MDOT's goal is to transition to a $150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.

- Motor Fuel Tax: This revenue is projected to be $5.8 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel. It also includes the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 0.5 cents per gallon over the program period. The sales and use tax equivalent piece will be phased in. The rate for fiscal year 2014 is 3.1 cents per gallon. When fully implemented, it is estimated to average 10 cents per gallon.

- Motor Vehicle Titling Tax: This source is projected to yield $4.6 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

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

- Corporate Income Tax: The transportation share of corporate income tax revenues is estimated to be $905 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives.

MDOT's share will be 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.

- This plan assumes passage of the federal Marketplace Fairness Act, which enables states to require internet sellers to collect sales taxes. MDOT is slated to receive 4% of the State's sales and use tax revenue, after certain required distributions, beginning in fiscal year 2016. Revenue from this source is projected to be $647 million. If federal legislation does not pass, the Transportation Act provides for additional increases to the sales and use tax equivalent rate applied to motor fuel. When fully phased in, this contingent revenue stream is estimated to be approximately equal to the 4% sales tax distribution.

- Federal Aid: This source is projected to contribute $5.0 billion for operating and capital programs. This amount does not include $660 million received directly by the WMATA. The majority of federal aid is capital; only $562 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues: These revenues are projected to provide a six-year total of $2.7 billion, with $1.1 billion from MTA, $292 million from MPA, and $1.3 billion from MAA. MTA revenues primarily include rail and bus fares, which will be indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that $3.7 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.

Other Sources: The remaining sources are projected to provide $750 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) is a two-year, $105 billion authorization that continues federal funding for highway, transit and other multimodal projects through September 30, 2014. MAP-21 included policy changes, consolidated program funding categories, and provided funding certainty through September 2014. However, MAP-21 did not address the long-term solvency of the Federal Highway Trust Fund (FHTF), which continues to constrain MDOT's ability to plan for future State transportation investments.

Since FFY 2008, Congress has transferred approximately $53 billion in general funds to the FHTF to address the continuing imbalance in the FHTF between revenues and spending. Additional federal general fund transfers will become increasingly difficult to achieve as Congress must find cuts in other program areas to offset any transfer of general funds to the FHTF. According to the Congressional Budget Office, if Congress does not address the current gap between FHTF revenues and planned outlays, they will need to drastically reduce the amount of federal highway and transit aid provided to states in FFY 2015. If Congress does not raise additional revenues for the FHTF or provide a General Fund transfer, MDOT would need to address how the reduction in federal funding will impact projects that are currently programmed in Maryland's six-year CTP.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the Sate's FY 2014 - FY 2019 Consolidated Transportation Program (CTP). Given the fiscal concerns regarding the soundness of the FHTF, MDOT will continue to assess this risk and work with the Maryland Congressional Delegation to address the potential impact on Maryland transportation projects. The continued support of the federal highway trust fund is critical to our ability to enhance, improve and rebuild our infrastructure to compete in a modern economy.

Highways and Transit

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

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

Under MAP-21, MDOT expects to receive approximately $585 million in highway formula funding and $200 million in transit formula funding in FFY 2014, the same funding levels provided in FFY 2013. MDOT will request additional discretionary federal funding for the development of Maryland's New Starts projects, which include the Purple Line, Red Line, and Corridor

Cities Transitway. Both the Red Line and the Purple Line have received strong ratings from the Federal Transit Administration and are moving through the process to be eligible for New Starts funding.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. Given fiscal concerns with the soundness of the FHTF, this CTP assumes an OA level of 85 percent for FFY 2015 and 80 percent for FFYs 2016 through 2019. If Congress does not act to increase funding in the FHFT these amounts will need to be reduced, possibly dramatically. The 95 percent OA level assumption for FFY 2014 is in line with the actual OA level received for FFY 2013.



Washington Metropolitan Area Transit Authority — WMATA

WMATA receives a significant amount of MAP-21 federal formula funds for bus and rail preservation activities. In FFY 2014, WMATA expects to receive approximately $337 million, the same funding level provided in FFY 2013. Additionally, WMATA benefits from the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that provided funding of up to $1.5 billion over ten years. These federal funds need to be equally matched by Maryland, Virginia, and the District of Columbia. As required by the Act, all three jurisdictions agreed to the match and passed identical amendments to the WMATA Compact; these amendments were ratified by Congress and signed by the President into law on August 19, 2009.

MDOT has been fully supportive of the effort to secure additional financial resources for the nation's transit system. To this end, this CTP includes a total of $300 million ($50 million each year in federal fiscal years 2014 through 2019) as Maryland's matching contribution required by the federal legislation. To date, the three jurisdictions have fulfilled their promise by providing funds from FFY 2010 through FFY 2014. Due to sequestration, the federal FFY 2013 funds were subject to a $7.5 million reduction, or five percent. WMATA continued to receive the full local portion in FFY 2013.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAA estimates annual AIP entitlement funding will range from $3.5 million to $4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). Future year entitlement and discretionary AIP funding of $15 million or more is expected in FFY 2014 and FFY 2015. The MAA received $15.2 million of federal discretionary funds in FFY 2013.

Port of Baltimore

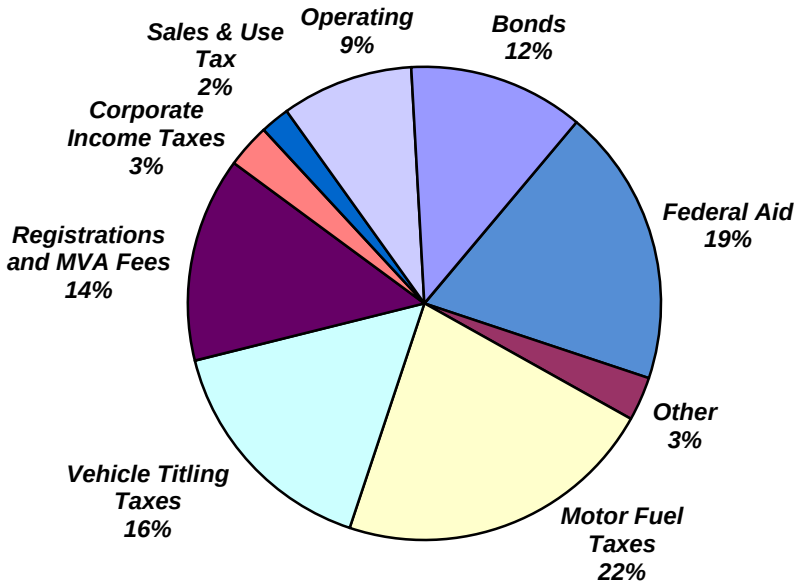
The Water Resources Development Act (WRDA) reauthorization bill, currently being debated by Congress, authorizes U.S. Army Corps of Engineers (COE) projects. This bill includes the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore.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

With the support of Senators Mikulski and Cardin and our US House delegation, the Port has also benefited from a $10 million U.S. Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant. This grant will increase the Port's cargo handling capacity and provide rail access at its Fairfield Marine Terminal. The $29 million project will use dredged material from the Port's main access channel to fill an aging basin and create a 7.6-acre cargo staging area in a prime location near the vessel berth. Rail access will also be added at Fairfield to improve the Port's handling of autos and roll on / roll off equipment.

WHERE THE MONEY COMES FROM…

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

Where The Money Comes From

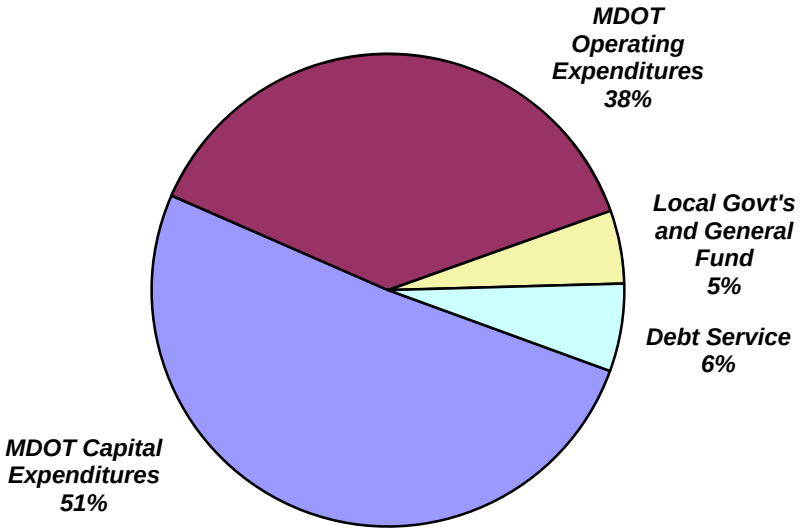


Total projected Trust Fund revenues amount to $27.7 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES…

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2014 - 2019 CTP totals about $15.6 billion, $14.5 billion of which comes through the Trust Fund and $1.1 billion from "Other" fund sources.

Where The Money Goes



Capital Expenditures

FY 2014 – 2019 CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	245.5	85.3	0.0	330.8	2.1
MVA	119.8	2.4	0.0	122.2	0.8
MAA**	328.5	65.3	320.1	713.9	4.6
MPA	974.4	10.5	0.0	984.9	6.3
MTA	2,466.4	2,093.8	182.7	4,742.9	30.3
WMATA	860.0	0.0	660.5	1,520.5	9.7
SHA	5,021.7	2,211.3	0.0	7,233.0	46.2
TOTAL	10,016.3	4,468.6	1,163.3	15,648.2	100.0

Note: Figures may not add perfectly due to rounding error.

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MdTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

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

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

EVALUATING OUR PERFORMANCE

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

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

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

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

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

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

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

HOW TO READ THIS DOCUMENT

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

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

Funding Phases

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

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

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

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

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

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

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	77,892	55,392	6,500	6,300	3,200	2,700	1,900	1,900	22,500	0
Right-of-way	20,565	13,365	900	800	2,800	700	1,000	1,000	7,200	0
Construction	388,776	277,976	11,000	9,600	19,000	25,700	22,300	23,200	110,800	0
Total	487,233	346,733	18,400	16,700	25,000	29,100	25,200	26,100	140,500	0
Federal-Aid	129,621	73,221	13,500	1,600	5,400	13,200	10,900	11,800	56,400	0

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

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2013-2018 CTP

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

In total, $701.6 million worth of projects have been added to the CTP. Of that amount twenty projects at a cost of $690.9 million were added to the Construction Program. Five projects at a cost of $10.7 million were added to the Development and Evaluation Program (D&E). In addition, twenty-six projects were moved from the D&E Program to the Construction Program at a cost of $5.53 billion. One project was moved from the Construction Program to the D&E Program at a cost of $0.8 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Loading Bridge Replacement Program at BWI Marshall Airport	12.5
Maryland Port Administration	
Port of Baltimore Export Expansion Project	29.2
Maryland Transit Administration	
Metro Signal System Preservation and Replacement	335.0
State Highway Administration	
MD 648, Baltimore Annapolis Boulevard; Bridge over Cattail Creek (Anne Arundel)	1.8
I-83, Harrisburg Expressway; I-695 to Shawan Road (Baltimore)	11.7
MD 30 Bus. Main Street; North Woods Trail to CSX Railroad (Carroll)	23.0
MD 234, Budds Creek Road; Bridge over Allens Fresh Run (Charles)	3.8
US 219, Garrett Highway; Bridge over Cherry Creek (Garrett)	3.7
MD 7, Philadelphia Road; Bridge over James Run (Harford)	5.0
MD 5, Queens Chapel Road (Prince George's)	13.8

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
MD 4, Pennsylvania Avenue; Forestville Road to MD 458 (Silver Hill Road) (Prince George's)	32.2
MD 5, Branch Avenue; MD 223 to south of I-95 (Prince George's)	11.0
US 50, John Hanson Highway; South of Lottsford Vista Road to Anne Arundel County Line (Prince George's)	13.5
US 13, Ocean Highway; Bridges over the Pocomoke River (Worcester, Somerset)	17.2
MD 5, Point Lookout Road; Bridge over Eastern Branch (St. Mary's)	5.6
I-81, Maryland Veterans Memorial Highway; Bridge over Potomac River (Washington)	48.2
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel	20.6
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek	5.6
US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling (AET) and Rehabilitate Approach Roadways	10.8
Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation	86.7
Total	**690.9**

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration		
Environmental Assessment at Martin State Airport		1.5
Environmental Assessment at BWI Marshall Airport		2.0
Exit Lane Technology at BWI Marshall Airport		0.2
State Highway Administration		
MD 5, Point Lookout Road; Bridge over St. Mary's River, MD 246 and MD 471 (St. Mary's)		5.0
Maryland Transportation Authority		
MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling (AET)		2.0
	Total	**10.7**

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

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
Maryland Aviation Administration	
D/E Connector at BWI Marshall Airport	125.3
Maryland Transit Administration	
Baltimore Red Line	2,432.1
Purple Line	1,627.9
Corridor Cities Transitway (CCT)	240.8
State Highway Administration	
I-695, Baltimore Beltway; Bridge over Benson Ave./Leeds Ave./US 1/Amtrak (Baltimore)	64.0
I-695, Baltimore Beltway; MD 41 to MD 147 (Baltimore)	35.9
I-695, Baltimore Beltway; US 40 to MD 144 (Baltimore)	97.2
MD 404, Shore Highway; West of MD 309 to Cemetery Road. (Queen Anne's, Caroline)	38.8
MD 331, Dover Road; Replace Bridge over Choptank River (Talbot, Caroline)	64.0
US 15, Catoctin Mountain Highway; Interchange at Monocacy Boulevard. (Frederick)	72.4
MD 22, Aberdeen Thruway; at MD 462 (Harford)	20.3
MD 22, Aberdeen Thruway; at Beards Hill Road (Harford)	16.1
US 40. Pulaski Highway; at MD 7/159 (Phase 2) (Harford)	20.5
US 29, Columbia Pike; Seneca Drive to MD 175 (Howard)	52.1
MD 355, Rockville Pike; BRAC Intersection Improvements at Cedar Lane. (Montgomery)	15.8
MD 355, Rockville Pike; Woodmont Ave. to South Wood Drive/South Drive (Montgomery)	4.3
MD 187, Old Georgetown Road; BRAC Intersection Improvements at West Cedar Lane (Montgomery)	9.4
MD 185, Connecticut Ave.; at Jones Bridge (Phase 3) (Montgomery)	18.3
MD 97, Georgia Ave.; South of Brookeville to north of BrookevilleBrookeville Bypass (Montgomery)	27.2
I-270/Watkins Mill Road Extended; Interchange at Watkins Mill Road extended (Montgomery)	165.3

PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
State Highway Administration	
MD 320, Piney Branch Road; BRAC Intersections at Sligo Creek (Montgomery)	1.5
MD 210, Indian Head Highway; Interchange at Kirby Hill / Livingston Rd (Prince George's)	92.2
I-95/I-495, Capital Beltway; Improve access from MD 5 and I-95/495 to Branch Ave. Metro (Phase II) (Prince George's)	61.1
MD 4, Pennsylvania Avenue; Interchange at Suitland Parkway (Prince George's)	160.4
US 301, Blue Star Memorial Highway; at MD 304 (Queen Anne's)	61.1
MD 822, University of Maryland Eastern Shore Access Road; at MD 675 (Somerset)	4.4
Total	**5,528.4**

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

PROJECT DESCRIPTION	JUSTIFICATION	TOTAL COST ($ MILLIONS)
State Highway Administration		
MD 24, Rocks Road; Sharon Road to Ferncliff Lane (Section G) (Harford)	Section A will be completed first.	0.8
	Total	**.8**

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
State Highway Administration		
US 40, Pulaski Highway; Middle River Road to MD 43 Interchange (Baltimore)	PE & RW	Moved to the Community, Safety & Enhancement Program in the Syetem Preservation Program

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

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

CONSTRUCTION SCHEDULE DELAYS

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

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Transit Administration		
MARC Positive Train Control	Negotiations regarding additional work items	FY 2013 to FY 2014

COST & SCOPE CHANGES

In total, one-hundred and forty major construction projects experienced significant changes in project cost or scope, for a net increase of $5.83 billion. Ninety-five projects increased in cost by a total of $6.03 billion, while thirty-six projects experienced decreases totaling $188.5 million. The scope of four projects changed, which caused a net increase totalling $81.8 million, while two projects experienced a reduction in scope totalling $88.4 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2013 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-three major projects in FY 2013, at a total cost of $481.0 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall	16.2
Integrated Life-Safety and Security Systems at BWI Marshall Airport	48.2
Maryland Transit Administration	
MARC Edgewood Station	5.1
Metro Railcar Truck Assembly Overhaul (ARRA)	17.9
Metro Electrical Substation Improvements	13.1
Metro Fire and Security Management Systems	68.3
Trunked Radio Site Locations	12.1
Washington Metropolitan Area Transit	
WMATA American Recovery and Reinvestment Act (ARRA) Capital Program	72.4
State Highway Administration	
US 220, McMullen Highway; Replace Bridge over the Potomac River (Allegany)	14.2
I-695, Baltimore Beltway; Replace Bridge at MD 26 (Liberty Road) (ARRA) (Baltimore)	25.9
I-695, Baltimore Beltway; Replace Bridge on MD 139 over I-695 (Baltimore)	54.0
MD 328, New Bridge Road; Replace Bridge over Tuckahoe Creek (Caroline, Talbot)	16.7
I-270, Eisenhower Memorial Highway; Replace deck and widen bridges over MD 80 and Bennett Creek (Frederick)	11.8
MD 550, Woodsboro Road; Replace Bridge over Israel Creek (Frederick)	2.3
MD 76, Motters Station Road; Replace Bridge over Motter Run (Frederick)	2.4
US 40, Baltimore National Pike; US 40 WB Ramp to US 29 EB over US 40 EB (Howard)	5.8
I-495, Capital Beltway; Rehabilitate Bridge over Northwest Branch (Montgomery)	10.0
I-295/I-495, National Harbor; Interchange access ramps. (Prince George's)	35.5

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

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Transportation Authority	
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs	7.1
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure	3.2
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge	5.3
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel	9.0
Authority-Wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures	24.5
Total	**481.0**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Rehabilitation and resurfacing of forty-seven (47) segments of highway	113.7
Rehabilitation or replacement of twelve (12) bridges	29.1
Safety and Geometric Improvements at six (6) locations	12.8
Fifty-eight (58) projects including environmental preservation, enhancement, crash prevention, guardrail end treatments, drainage, ADA, commuter action improvements, traffic management, intelligent transportation systems and intersection capacity improvements	45.6
One hundred six (106) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	97.6
Total	**298.8**

AWARDS

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

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

DEPARTMENT OF TRANSPORTATION
FY 2015 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	120.3
Major Projects	176.8	WMATA Capital Costs	J01A0105	144.2
System Preservation Minor Projects	47.0	Major IT Development	J01A0108	1.8
Development and Evaluation Program	40.5			
Capital Salaries, Wages and Other Support Costs	2.0			
TSO TOTAL	266.3			266.3

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	25.6
Major Projects	2.7	Major IT Development	J04E0008	2.3
System Preservation Minor Projects	22.2			
Development and Evaluation Program	1.8			
Capital Salaries, Wages and Other Support Costs	1.2			
MVA TOTAL	27.9			27.9

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	99.0
Major Projects	141.0	Major IT Projects	J06I0008	6.2
System Preservation Minor Projects	47.9	Other Funds	Other	91.5
Development and Evaluation Program	1.7			
Capital Salaries, Wages and Other Support Costs	6.1			
MAA TOTAL	196.7			196.7

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	153.4
Major Projects	89.7	Major IT Development	J03D0008	0
System Preservation Minor Projects	42.1			
Development and Evaluation Program	16.2			
Capital Salaries, Wages and Other Support Costs	5.4			
MPA TOTAL	153.4			153.4

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	622.3
Major Projects	571.1	Major IT Development	J05H0108	17.4
System Preservation Minor Projects	64.8	Other Funds	Other	14.2
Development and Evaluation Program	5.0			
Capital Salaries, Wages and Other Support Costs	13.0			
MTA TOTAL	653.9			653.9

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	1,159.5
Major Projects	225.6	County and Municipality Capital Program	J02B0103	4.8
System Preservation Minor Projects	886.9	Major IT Development	J02B0108	9.3
Development and Evaluation Program	61.1			
SHA TOTAL	1,173.6			1,173.6

		DEPARTMENT TOTAL
Construction Program		
Major Projects	1,206.9	
System Preservation Minor Projects	1,110.9	
Development and Evaluation Program	126.3	
Capital Salaries, Wages and Other Support Costs	27.7	
GRAND TOTAL	2,471.8	2,471.8

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2015 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
The Secretary's Office ((J01A01))						
The Secretary's Office	28.0	-	-	-	-	28.0
Operating Grants-in-Aid	13.0	-	-	-	-	13.0
Facilities and Capital Equipment	-	120.3	-	-	-	120.3
WMATA Operating Grants	285.6	-	-	-	-	285.6
WMATA Capital Costs	-	144.3	109.6	-	-	253.9
Information Technology Services	41.0	1.8	-	-	-	42.8
Subtotal	367.6	266.4	109.6	-	-	743.6
Debt Service Requirements ((J01A04))						
Debt Service Requirements	-	-	-	-	255.4	255.4
State Highway Administration ((J02B01))						
State System Construction and Equipment	-	1,159.5	-	-	-	1,159.5
State System Maintenance	239.0	-	-	-	-	239.0
County & Municipality Program	-	4.9	-	55.3	-	60.2
Highway Safety Operating Program	10.2	-	-	-	-	10.2
County & Municipality Capital Program	-	-	-	169.7	-	169.7
Major IT Development	-	9.3	-	-	-	9.3
Subtotal	249.2	1,173.7	-	225.0	-	1,647.9

Maryland Port Administration ((J03D00))						
Port Operations	49.0	-	-	-	-	49.0
Port Facilities and Capital Equipment	-	153.2	-	-	-	153.2
Subtotal	49.0	153.2	-	-	-	202.2
Motor Vehicle Administration ((J04E00))						
Motor Vehicle Administration	183.5	-	-	-	-	183.5
Facilities and Capital Equipment	-	25.5	-	-	-	25.5
Motor Vehicle Highway Safety Program	13.8	-	-	-	-	13.8
Major IT Development	-	2.3	-	-	-	2.3
Subtotal	197.3	27.8	-	-	-	225.1
Maryland Transit Administration ((J05H00))						
Transit Administration	53.2	-	-	-	-	53.2
Bus Operations	314.2	-	-	-	-	314.2
Rail Operations (Includes MARC)	225.0	-	-	-	-	225.0
Capital Equipment (Includes MARC)	-	622.3	14.2	-	-	636.5
Statewide Programs Operations	118.3	-	-	-	-	118.3
Major IT Development	-	17.4	-	-	-	17.4
Subtotal	710.7	639.7	14.2	-	-	1,364.6
Maryland Aviation Administration ((J06I00))						
Airport Operations	181.1	-	-	-	-	181.1
Facilities and Capital Equipment	-	99.0	91.4	-	-	190.4
Major IT Development	-	6.2	-	-	-	6.2
Subtotal	181.1	105.2	91.4	-	-	377.7
DEPARTMENT TOTAL	1,754.9	2,366.0	215.2	225.0	255.4	4,816.5

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

	CURRENT YEAR 2014	BUDGET YEAR 2015	Planning Years 2016	2017	2018	2019	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office [AD]	78.8	122.0	65.1	32.8	18.0	14.1	330.9
Motor Vehicle Administration	31.5	27.9	18.4	16.4	14.1	14.0	122.2
Maryland Aviation Administration [D]	211.3	196.7	185.6	35.0	45.3	39.9	713.9
Maryland Port Administration	96.1	153.4	198.5	108.7	205.3	222.9	984.9
Maryland Transit Administration [D]	587.0	653.9	700.4	751.0	1,017.9	1,032.7	4,742.8
Washington Metropolitan Area Transit [ACD]	254.4	253.9	246.9	255.3	254.8	255.0	1,520.5
State Highway Administration [B]	1,027.1	1,173.7	1,365.3	1,363.3	1,183.5	1,120.0	7,233.0
TOTAL CAPITAL	2,286.3	2,581.5	2,780.2	2,562.4	2,739.0	2,698.7	15,648.2
Special Funds	1,332.6	1,572.4	1,751.4	1,696.7	1,947.2	1,716.0	10,016.3
Federal Funds	709.8	794.0	796.4	705.0	636.3	827.3	4,468.8
Other Funds [F]	244.0	215.2	232.4	160.9	155.4	155.4	1,163.3
OPERATING PROGRAM							
The Secretary's Office	81.0	82.0	85.0	88.0	91.0	94.0	521.0
Motor Vehicle Administration	190.0	197.4	205.0	213.0	221.0	229.0	1,255.4
Maryland Aviation Administration	179.6	181.1	187.0	193.0	199.0	205.0	1,144.7
Maryland Port Administration	47.9	49.0	51.0	53.0	55.0	57.0	312.9
Maryland Transit Administration	697.7	710.7	737.0	764.0	790.0	816.0	4,515.4
WMATA Grants (WMATA)	286.4	285.6	302.0	319.0	337.0	356.0	1,886.0
State Highway Administration	229.1	249.2	259.0	269.0	279.0	289.0	1,574.3
TOTAL OPERATING	1,711.7	1,755.0	1,826.0	1,899.0	1,972.0	2,046.0	11,209.7
Special Funds	1,614.5	1,662.5	1,733.0	1,806.0	1,879.0	1,953.0	10,648.0
Federal Funds	97.2	92.5	93.0	93.0	93.0	93.0	561.7
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR 2014	BUDGET YEAR 2015	Planning Years 2016	2017	2018	2019	SIX - YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipality Program	167.5	169.7	173.8	176.6	179.3	183.0	1,049.9
County and Municipality Capital [B]	64.2	60.2	-	-	-	-	124.4
TOTAL DISTRIBUTION OF SHARED REVENUES	231.7	229.9	173.8	176.6	179.3	183.0	1,174.3
Special Funds	172.4	174.6	-	-	-	-	347.0
Federal Funds	59.3	55.3	-	-	-	-	114.6
DEBT SERVICE REQUIREMENTS							
	-	-	-	-	-	-	-
Special Funds [E]	212.2	255.4	301.0	350.0	381.0	401.0	1,900.6
DEPARTMENT TOTAL	4,229.7	4,566.4	4,780.0	4,638.0	4,890.3	4,927.7	28,032.2
Special Funds	3,331.7	3,664.9	3,785.4	3,852.7	4,207.2	4,070.0	22,911.9
Federal Funds	866.3	941.8	889.4	798.0	729.3	920.3	5,145.1
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	244.0	215.2	232.4	160.9	155.4	155.4	1,163.3

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

[B] – County and Municipality transfer funds from the federal government are not included in FY 2016 - 2019.

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

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

[E] – Debt Service for County Bonds is not included in FY 2016 - 2019.

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

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2014-FY 2019 CTP/STP:

	Federal Fiscal Year					
	2014	**2015**	**2016**	**2017**	**2018 - 19**	**TOTAL**
National Highway Performance Program (NHPP)	312.5	252.3	314.2	313.5	717.5	1,910.0
Surface Transportation Program (STP)	98.0	90.7	60.8	130.1	410.4	790.0
Congestion Mitigation/Air Quality (CMAQ)	49.2	52.7	56.8	54.8	119.6	333.1
Highway Safety Improvement Program (HSIP)	3.1	8.0	26.9	17.8	78.0	133.8
Statewide Planning & Research (SPR)	18.1	18.1	18.1	18.1	36.2	108.6
Transportation Alternative Program (TAP)	-	-	-	-	18.6	18.6
Special Federal Appropriations	15.7	20.1	17.1	4.2	0.2	57.3
NHPP Exempt	-	15.0	-	21.4	18.2	54.6
Urbanized Area Formula, SEC9	85.0	86.1	86.1	86.1	172.2	515.5
New Starts, Fixed Guideway, Modernization & Bus	54.7	69.7	199.5	254.7	509.4	1,088.0
Elderly and Persons with Disabilities	2.3	2.3	2.3	2.3	4.6	13.8
Rural Area Formula	5.1	5.1	5.1	5.1	10.2	30.6
TOTALS	643.7	620.1	786.9	908.1	2,095.1	5,053.9

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2014 - FY 2019 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year 2014	2015	2016	2017	2018 - 19	TOTAL
Environmental Projects						
National Highway Performance Program	4.0	4.3	6.0	4.8	5.2	24.3
Surface Transportation Program	31.5	19.1	13.9	8.2	15.3	88.0
Transportation Alternative Program	6.5	13.3	12.8	12.6	26.0	71.2
Highway Safety	1.1	1.5	1.2	1.0	4.4	9.2
Safety and Spot Improvements						
National Highway Performance Program	16.3	16.6	16.4	12.1	21.8	83.2
Surface Transportation Program	39.7	44.2	37.3	31.4	55.7	208.3
Congestion Mitigation/Air Quality	2.7	3.4	2.8	2.1	3.8	14.8
Highway Safety	13.6	14.7	12.1	10.6	20.2	71.2
Resurfacing and Rehabilitation						
National Highway Performance Program	57.9	52.4	50.1	45.9	85.6	291.9
Surface Transportation Program	57.9	52.4	50.1	45.9	85.6	291.9
Bridge Replacement and Rehabilitation						
National Highway Performance Program	73.4	65.2	59.0	52.3	95.7	345.6
Surface Transportation Program	3.9	3.4	3.1	2.8	5.0	18.2
Urban Reconstr./Revitalization/APD Local Access						
National Highway Performance Program	-	-	-	-	0.2	0.2
Surface Transportation Program	5.8	11.5	8.9	10.5	14.0	50.7
Congestion Management						
National Highway Performance Program	1.4	1.6	1.2	1.0	1.8	7.0
Surface Transportation Program	3.5	4.1	3.0	2.7	4.5	17.8
Congestion Mitigation/Air Quality	9.6	7.3	5.4	4.2	7.8	34.3
TOTALS	328.8	315.0	283.3	248.1	452.6	1,627.8

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

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2014	2015	2016	2017	2018	2019	
The Secretary's Office							
Agency Wide	20.7	4.6	4.2	4.3	4.4	4.4	42.7
Minor Projects	30.9	42.4	9.6	9.0	4.1	2.8	98.8
TOTAL	51.6	47.0	13.8	13.4	8.5	7.2	141.5
Motor Vehicle Administration							
Building Improvements	8.7	9.3	6.0	5.4	5.6	5.2	40.2
Information Technology	17.2	12.4	7.6	6.6	6.0	5.9	55.8
Information Technology Project	-	0.5	1.2	2.1	0.6	-	4.4
TOTAL	25.9	22.2	14.8	14.2	12.2	11.1	100.4
Maryland Aviation Administration							
Airport Technology	4.5	1.7	1.2	1.2	1.2	1.2	11.0
Airside Development	4.2	4.1	0.9	-	-	-	9.2
Annual	0.6	0.2	0.4	0.1	0.1	0.1	1.4
Baltimore Washington	4.4	4.4	7.4	14.5	31.9	26.5	89.2
Consol Rental Car Facility	3.2	2.9	-	-	-	-	6.1
Environmental Compliance	0.9	1.3	0.5	-	-	-	2.7
Equipment	7.5	7.4	4.5	3.7	2.7	2.7	28.3
Landside Development	5.7	2.8	1.0	-	-	-	9.5
Martin State	0.3	1.0	-	-	-	-	1.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2014	2015	2016	2017	2018	2019	
Maryland Aviation Administration							
Regional Aviation	4.9	2.9	2.4	2.4	2.4	2.4	17.1
RSA Improvements	-	-	-	-	-	-	-
Security	3.5	1.5	0.3	-	-	-	5.3
Terminal Development	25.8	17.9	3.3	3.3	-	-	50.3
TOTAL	65.5	47.9	21.8	25.1	38.3	32.9	231.5
Maryland Port Administration							
All Terminals	6.4	12.6	16.6	16.1	19.4	19.9	91.0
Dundalk Marine Terminal	12.5	15.7	19.1	1.9	1.9	2.0	53.0
Facilities and Equipment	1.7	0.8	1.0	0.9	1.0	1.0	6.5
Masonville Auto Terminal	-	1.1	-	1.2	1.2	1.2	4.7
North Locust Point	-	-	1.3	1.3	1.4	1.4	5.4
Open-Ended Consulting	7.7	8.1	6.8	5.6	5.8	5.9	39.9
Port-Wide	0.7	0.6	1.2	0.6	0.6	0.6	4.3
Seagirt Marine Terminal	-	-	-	-	-	-	-
Security Projects	0.2	-	-	-	-	-	0.2
South Locust Point	0.6	0.6	1.3	1.3	1.3	1.4	6.4
World Trade Center	2.0	2.8	2.9	1.1	1.1	1.2	11.0
TOTAL	31.8	42.1	50.1	30.1	33.7	34.6	222.4
Maryland Transit Administration							
Agency Wide	31.8	22.8	13.6	15.6	16.2	15.5	115.6
ARRA	-	-	-	-	-	-	-
Bus	10.0	8.2	2.8	4.2	3.7	3.1	31.8
Freight	2.8	5.5	0.5	0.2	0.8	0.8	10.5
Information Technology	3.8	1.4	2.5	0.8	-	-	8.5
Light Rail	9.7	10.0	6.2	3.9	5.4	5.1	40.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2014	2015	2016	2017	2018	2019	
Maryland Transit Administration							
MARC	6.9	5.5	4.2	20.8	3.1	3.2	43.7
Metro	14.8	11.0	8.4	6.1	5.5	5.4	51.2
Mobility	2.9	0.4	0.4	1.0	0.7	0.7	6.1
TOTAL	82.7	64.8	38.7	52.5	35.4	33.7	307.7
State Highway Administration							
Safety, Congestion Relief, Highway and Bridge	656.3	624.9	602.4	619.1	624.5	641.8	3.769.0
Total Maximum Daily Load	35.8	80.2	91.8	106.8	123.3	108.3	546.2
Noise Barriers	7.2	7.3	14.2	11.5	2.5	2.5	45.2
Community Safety and Enhancements	16.9	44.8	68.5	76.6	58.8	51.9	317.5
Enhancements Program	6.0	13.9	13.6	14.1	14.4	14.9	76.9
Facilities	25.6	18.4	18.9	21.3	23.8	22.3	130.3
Communications	12.5	11.7	11.0	7.1	5.4	7.2	54.9
Equipment	30.8	20.3	21.7	21.9	21.5	21.7	137.9
Environmental Compliance	6.6	8.1	8.3	8.5	8.8	9.2	49.5
Truck Weight	6.6	4.7	10.2	5.7	5.8	7.5	40.5
TOTAL	804.3	834.3	860.6	892.6	888.8	887.3	5,167.9
CTP SYSTEM PRESERVATION PROJECTS	**1,061.8**	**1,058.3**	**999.7**	**1,027.8**	**1,016.9**	**1,006.8**	**6,171.3**

MAJOR BRIDGE PROJECTS

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

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

MAJOR BRIDGE PROJECTS (Cont'd.)

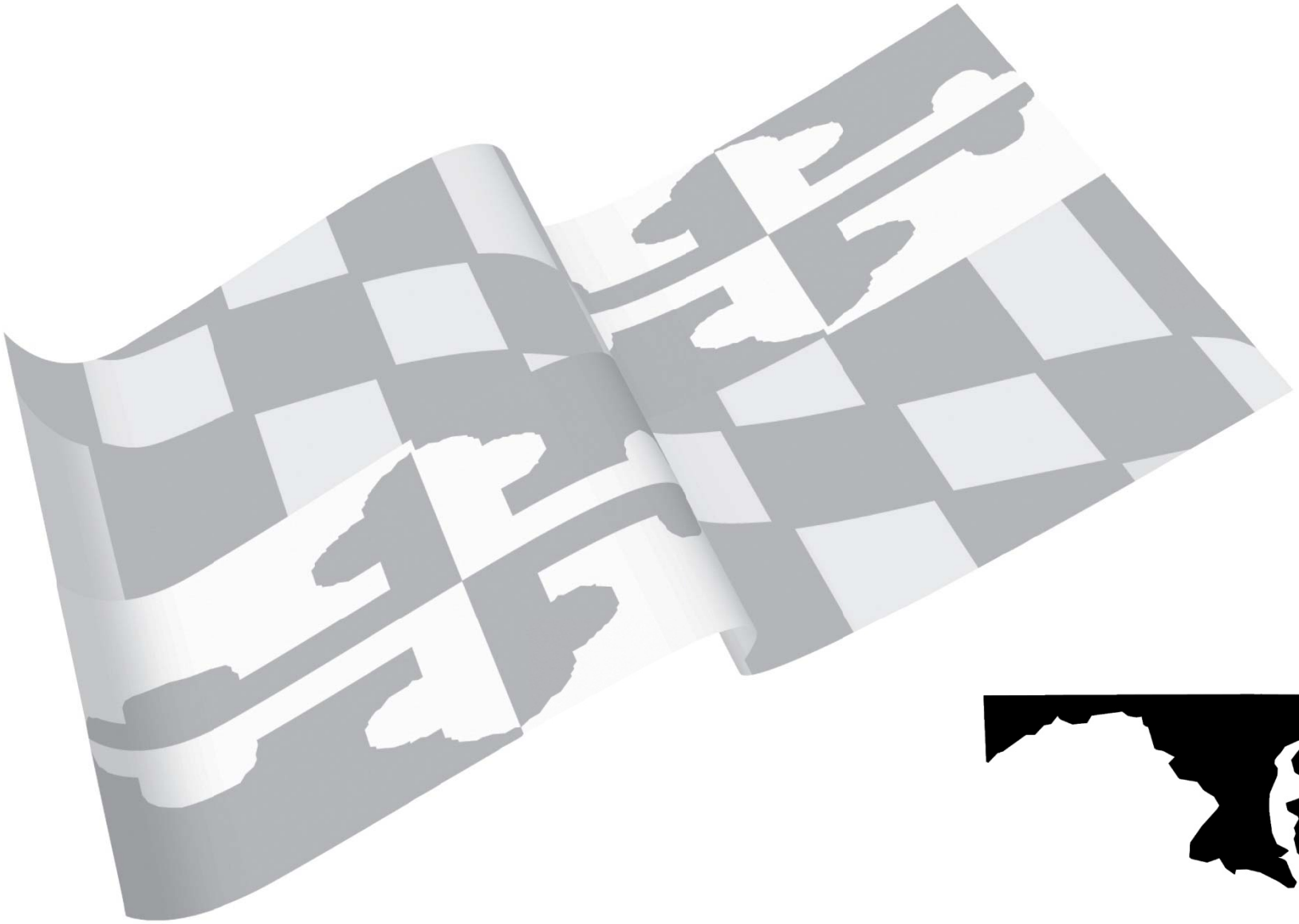
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Calvert County	
	Construction Program	
1.	MD 261, Willows Road -- Secondary	Replace Bridge over Fishing Creek
	Caroline County	
	Construction Program	
2.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the Choptank River
3.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	Cecil County	
	Construction Program	
1.	MD 272, Mauldin Ave -- Secondary	Replace Bridge over Amtrak
	Charles County	
	Construction Program	
1.	MD 234, Budds Creek Road -- Secondary	Bridge over Allens Fresh Run
	Frederick County	
	Construction Program	
2.	I-270, Eisenhower Memorial Highway -- Interstate	Replace deck and widen bridges over MD 80 and Bennett Creek
4.	US 15, Catoctin Mountain Highway -- Primary	Replace Bridge on Motter Ave.
5.	MD 140, Taneytown Pike -- Primary	Replace Bridge over Monocacy River
	Garrett County	
	Construction Program	
1.	US 219, Garrett Highway -- Secondary	Bridge over Cherry Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Harford County	
	Construction Program	
1.	MD 7, Philadelphia Road -- Secondary	Bridge over James Run
	Howard County	
	Construction Program	
7.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
8.	US 40, Baltimore National Pike -- Secondary	US 40 WB Ramp to US 29 EB over US 40 EB
	Montgomery County	
	Construction Program	
2.	I-495, Capital Beltway -- Interstate	Rehabilitate Bridge over Northwest Branch
9.	MD 193, University Boulevard -- Secondary	Replace Bridge over I-495
	Prince George's County	
	Construction Program	
6.	MD 4, Pennsylvania Avenue -- Primary	Replace Bridges over MD 223
	Somerset County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	Bridges over the Pocomoke River
	St. Mary's County	
	Construction Program	
1.	MD 5, Point Lookout Road -- Secondary	Bridge over Eastern Branch
	Development and Evaluation Program	
5.	MD 5, Point Lookout Road -- Secondary	Bridge over St. Mary's River, MD 246 and MD 471

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Talbot County	
	Construction Program	
1.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
2.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	Washington County	
	Construction Program	
1.	I-70, Eisenhower Memorial Highway -- Interstate	Bridge over Conococheague Creek
2.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over MD 63
3.	I-81, Maryland Veterans Memorial Highway -- Interstate	Bridge over Potomac River
4.	MD 68, Lappans Road -- Secondary	Re[place Bridge over James Run
	Worcester County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	Bridges over the Pocomoke River
	Development and Evaluation Program	
2.	US 50, Ocean Gateway -- Primary	Replace Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Ongoing Grant Awards and Earmarks	**Projects currently funded for construction** as of December 2013	**FY14-19 Ped/Bike Program Funding^**
Sidewalk Construction for Pedestrian Access		**3,200,000**	**34,400,000**
Sidewalk Reconstruction for Pedestrian Access		**17,205,000**	**79,100,000**
Bicycle Retrofit		**2,067,000**	**25,100,000**
Community Safety and Enhancement		**1,809,123**	**18,097,500***
Minor Urban Reconstruction		**0**	**490,200***
Primary/Secondary Program		**2,887,836**	**2,887,800****
Bikeways Program	**6,271,000**	**--**	**10,024,000**
Bikeshare Program	**2,488,000**	**--**	**0**
Transportation Enhancements/Alternatives	**25,355,100**	**--**	**32,445,000*****
Recreational Trails	**4,436,000**	**--**	**4,775,000*****
Safe Routes to School Program	**7,728,000**		**2,295,000^^**
Federal Earmark projects	**12,490,700**	**--**	**0^^^**
Total	**58,768,800**	**27,168,959**	**209,614,500**

^Includes planning, design and construction funds

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

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

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

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

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

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF DECEMBER 2013

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION PROJECTS

Sidewalk Construction Program (FY2014)

Frederick County		
MD 17 - Eagle Bay Drive to Cedar Street		552,000
Montgomery County		
MD 355 - Grafton Street to Bradley Lane		2,300,000
Washington County		
US 40 Alt - Willow Circle to Kenly Avenue		348,000
	TOTAL	**3,200,000**

Sidewalk Reconstruction Program (FY2014-15)

Areawide Contracts		15,661,000
Anne Arundel County MD424, MD 3 to MD 450		1,544,000
	TOTAL	**17,205,000**

Bicycle Retrofit Program (FY2014-15)

Anne Arundel County		
MD 170 - MD 648 to Andover Road		1,520,000
Harford County		
MD 543 - Gilmer Way to Church Creek Road		547,000
	TOTAL	**2,067,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (FY2014)

Calvert County	
MD 231 - MD 2/4 to MD 765A, MD 765A from King George Way to 300 feet north of Main St.	342,000
($6,000,000 total construction cost, estimated $342,000 for ped/bike elements)	
Charles County	
MD 5 Business at MD 925, Waldorf	42,066
($738,000 total construction cost, estimated $42,066 for ped/bike elements)	
Frederick County	
MD 144 FB - through Town of New Market to Bye Alley	342,000
($6,000,000 total construction cost, estimated $342,000 for ped/bike elements)	
Harford County	
MD 755 - Willoughby Beach Road to MARC Station	292,866
($5,138,000 total construction cost, estimated $292,866 for ped/bike elements)	
Prince George's County	
MD 5 - Curtis Lane and Branch Avenue to south of Suitland Parkway	484,842
($8,506,000 total construction cost, estimated $484,842 for ped/bike elements)	
MD 201 - 500 feet north of MD 450 to Ingraham Street	305,349
($5,357,000 total construction cost, estimated $305,349 for ped/bike elements)	
TOTAL	**1,809,123**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (FY2014-19)

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

Baltimore County			
US 40 - Bridge over Patapsco River	shoulders	0.1 miles	15,000
Calvert County			
MD 261 - Bridge over Fishing Creek	shoulders	0.1 miles	15,000
Caroline County			
MD 404 - MD 309 to Cemetery Road	shoulders	1.1 miles	163,500
MD 287 - Bridge over Choptank River	shoulders	0.1 miles	15,000
MD 328 - Bridge over Tuckahoe Creek	shoulders	0.1 miles	15,000
MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
MD 30 Bus. - Hampstead Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648
Cecil County			
MD 272 - Bridge over Amtrak	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
Frederick County			
US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000
MD 140 - Bridge over Monocacy River	shoulders	0.1 miles	15,000
Harford County			
MD 7 - Bridge over James Run	shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (FY2014-19) (Cont.)

Montgomery County			
I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	75,000
MD 97 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280
MD 97 - Brookeville	shoulders	0.7 miles	105,000
MD 185 - At Jones Bridge Road Phase 1 & 2	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 320 - pedestrian bridge over Anacostia Trib.	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640
Prince George's County			
I-95 - At Contee Road Relocated	sidewalks	2.0 miles	274,560
	wide curb lanes	2.0 miles	300,000
I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (FY2014-19) (Cont.)

Queen Anne's County			
US 301 - at MD 304	shoulders	0.1 miles	15,000
Somerset County			
MD 822 - at MD 675	sidewalks	0.5 miles	68,640
Talbot County			
MD 328 - Bridge over Tuchahoe Creek (Caroline/Talbot, listed above)			
MD 331 - Bridge over Choptank River (Caroline/Talbot, listed above)			

wide curb lanes	7.1	miles	sub-total	1,065,000
shoulders	3.7	miles	sub-total	553,500
sidewalks	9.2	miles	sub-total	1,269,336

TOTAL **2,887,836**

ONGOING GRANT AWARDS AND EARMARKS

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

Bikeways Program

Typical projects, awarded FY2013

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Bikeshare Program

Frederick City feasibility study	12,000
Howard County feasibility study	40,000
Baltimore City bikeshare	993,000
Montgomery County bikeshare	1,008,000
University of Maryland	187,500
City of College Park	187,500
Prince George's County/Greenbelt feasibility study	60,000
TOTAL ONGOING AWARDS	**2,488,000**

Transportation Enhancements Program

Allegany County	
Amtrak Station Entryway Improvement	198,000
Anne Arundel County	
Broadneck Penninsula Trail II	1,808,900
Baltimore City	
Baltimore Bicycle Safety Education Network	44,500
Baltimore Waterfront Promenade Inner Harbor East	2,000,000
Baltimore Downtown Bicycle Network	1,220,000
Jones Falls Greenway Phase V	2,050,000
Herring Run Greenway	1,980,000
Key Highway bicycle pedestrian path	554,000
Calvert County	
Solomons Island Road Sidewalks	731,400
Cecil County	
East High Street and Locust Lane Sidewalk Improvements	65,000
Frederick County	
Ballenger Creek Trail Phase IV	360,000
Carroll Creek Park Trail Phase II	5,959,400

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Howard County	
Broken Land Parkway Pathway	386,000
Montgomery County	
Ethan Allen Gateway Streetscape	1,422,300
Flower Avenue Green Street Project	1,040,300
Prince George's County	
Bowie Heritage Trail, Phase 1	574,000
St. Mary's County	
Three Notch Trail Phase VI	1,435,000
Talbot County	
Easton Rail Spur Line	827,000
Easton Sidewalk Retrofit Design Project	24,300
Washington County	
Western Maryland Rail Trail Phase IV	2,450,000
Wicomico County	
Northeast Collector Road Bikepath Phase II	225,000
TOTAL	**25,355,100**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Recreational Trails Program

Typical projects, awarded FY2013

Howard County Conservancy Accessible Trail Improvements		24,750
Brunswick Trailside Amenities		10,100
Boardwalks for Upper Rock Creek Trail		32,800
DNR Algonquin Cross Country trail		25,000
DNR Potomac Garrett State Forest Trail Guides		26,000
	TOTAL ONGOING AWARDS	**4,410,000**

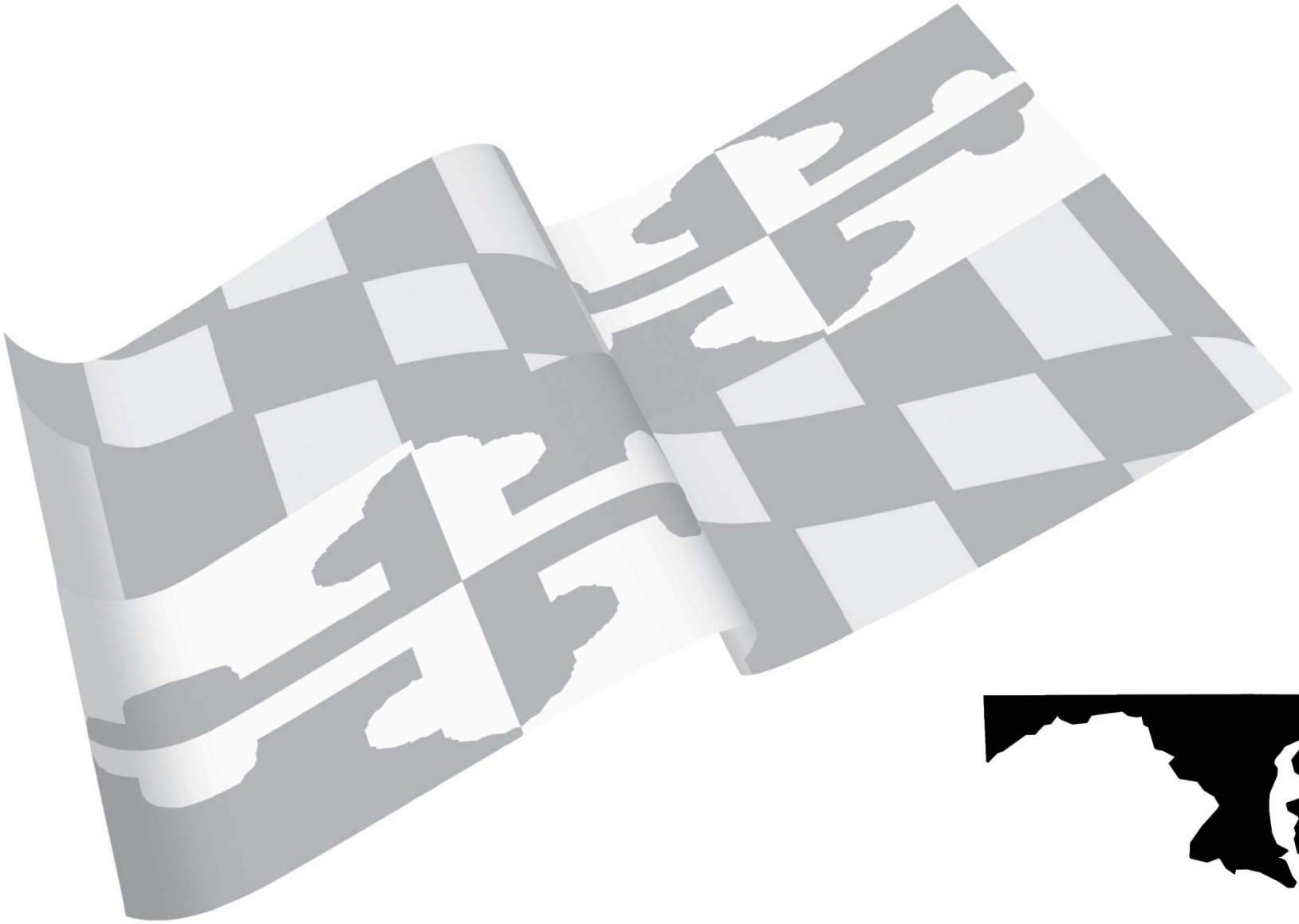
Safe Routes to School

Typical projects

Dorchester County Health Department		46,600
Garrett County municipalities		196,800
Mount Rainier Police Department		80,000
	TOTAL ONGOING AWARDS	**5,189,000**

Federal Earmark Projects

Allegany County		
Allegany Highlands Trail		738,500
Baltimore City		
Gwynns Falls Trail/CSX Bridge		335,000
West Baltimore Trail (West Side Trail)		720,000
Reconstruct East North Avenue (US 1)		4,000,000
Montgomery County		
Gaithersburg Revitalization - Teachers Way		1,120,000
Rockville Intermodal Access, Maryland Avenue and Market Street		3,200,000
Rockville Intermodal Access, pedestrian safety improvements and Baltimore Rd		800,000
Complete Streets Near Metro Stations		827,200
Long Branch Village Center Access Improvements		750,000
	TOTAL ONGOING AWARDS	**12,490,700**



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2014

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

MARYLAND AVIATION ADMINISTRATION

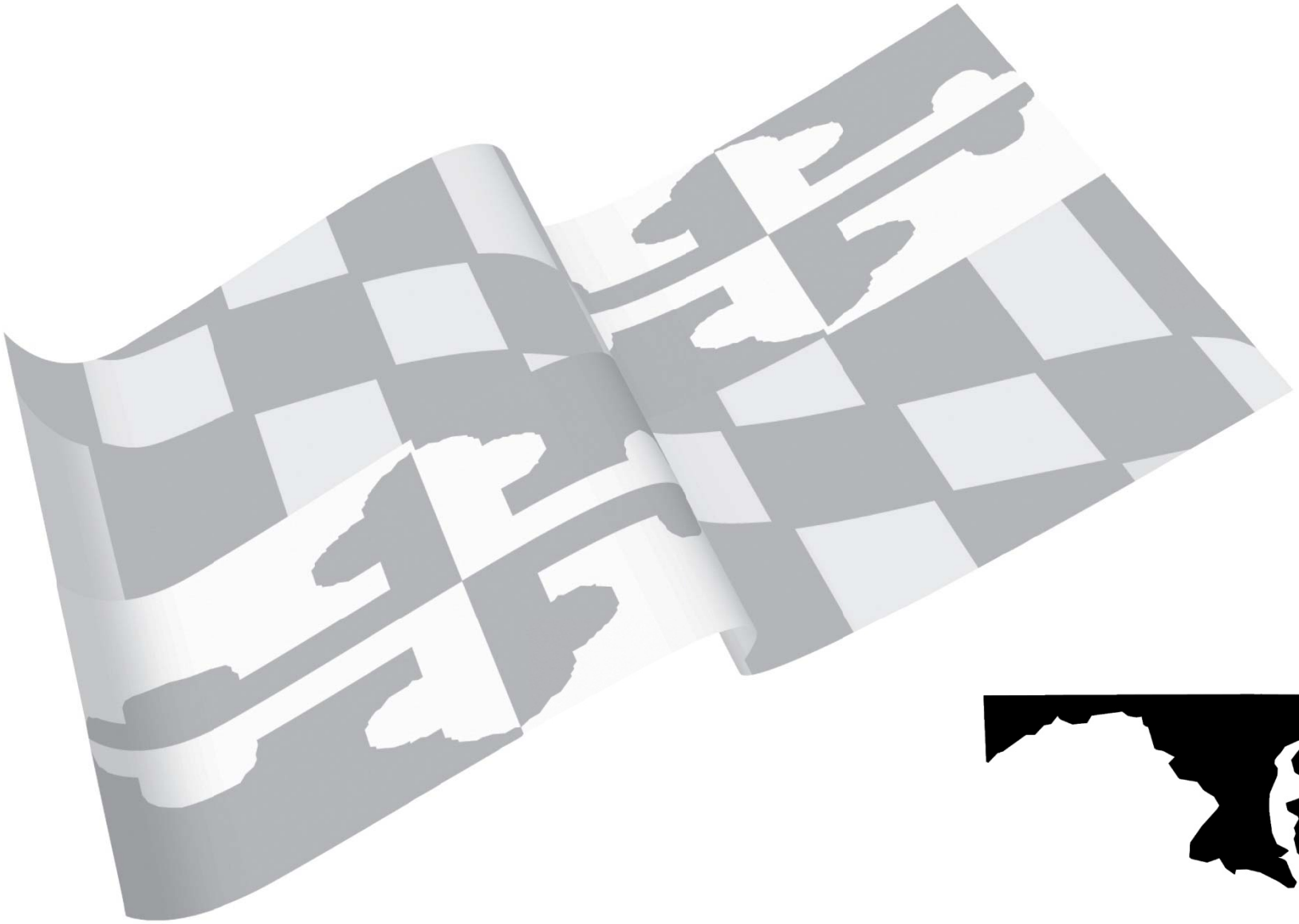
		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany	Greater Cumberland Regional	90	5	5	100
Anne Arundel	Lee (Edgewater)	0	33	3	36
Anne Arundel	Tipton	153	109	42	304
Baltimore	Essex Skypark	0	180	20	200
Baltimore City	Pier 7 Heliport	0	427	47	474
Carroll County	Carroll County Regional Airport	270	15	15	300
Frederick County	Frederick Municipal Airport	4,938	591	362	5,891
Garrett County	Garrett	112	60	13	185
Harford County	Fallston	0	36	4	40
Harford County	Harford County	0	$519	58	577
Montgomery County	Montgomery County Airpark	0	337	112	449

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2014

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

MARYLAND AVIATION ADMINISTRATION

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Montgomery County	Davis Airport	0	150	17	167
Prince George's County	College Park	0	230	76	306
Prince George's County	Potomac Airfield	0	54	6	60
Queen Anne's County	Kentmorr Airpark	0	67	24	91
St. Mary's County	St. Mary's County Regional Airport	489	27	27	543
Somerset County	Crisfield-Somerset County Airport	218	12	12	242
Talbot County	Easton Airport	173	197	72	442
Washington County	Hagerstown Regional Airport	2,298	360	205	2,863
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	3,103	647	627	4,377



REVENUE INCREASE SUMMARY

REVENUE INCREASE SUMMARY

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

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

Additionally, SHA will be able to deliver environmental investments to manage water quality impacts associated with storm water runoff from SHA facilities and meet the mandated Chesapeake Bay Restoration – Watershed Implementation Plan and the Total Maximum Daily Load requirements from the U.S. Environmental Protection Agency. This is a federally mandated program that will invest approximately $1 billion in water quality improvement projects by 2025. The allocation of General Obligation Bonds from FY 2015 to FY 2019 has significantly reduced the need to utilize Transportation Trust Fund revenues traditionally targeted for transportation improvements delivered by SHA. The significant additional funding provided will allow SHA to program the appropriate water quality strategies to meet the established FY 2017

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

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

MTA also will add more service for the key Baltimore/Washington Region commuter rail lines. This will includes weekend service on the Penn Line between Baltimore and Washington, which was implemented in December 2013, and more trains on the Camden Line. The Transportation Act also will be adding operating funds to local bus service subsidies that have been falling short of the State's obligation in recent years. *Key capital projects and operating service are listed in the matrix at the end of this section.*

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

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

REVENUE INCREASE SUMMARY

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

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

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

FY 15	FY 16	FY 17	FY 18	FY19	FY 20	FY 21	FY 22	FY 23	FY 24	Total
-	$44.8	$100	$192	$393.7	$114.3	-	-	-	-	$900

In recognition of both regional and local benefits of the project, MDOT is seeking regional contributions. Regional contributions may be county funds or in-kind contributions such as right of way, utility relocations, or environmental mitigation that serve the purpose of reducing the project cost. For the Red Line, regional contributions are assumed to total $250 million, of which $75 million is received during the FY 2014 to FY 2019 period. To date, Baltimore City and Baltimore County governments are examining investments and in-kind contributions. Investments by the private entity are also assumed to finance the project cost. This amount will be determined through the solicitation process.

REVENUE INCREASE SUMMARY

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

The Board of Public Works has approved the Purple Line as a public-private partnership (P3). This delivery method would involve a long-term, performance-based agreement between MTA and a private entity where appropriate risks and benefits will be allocated in a cost-effective manner between the contractual partners. The private entity will perform some functions normally undertaken by the government, but MTA remains ultimately accountable for the Purple Line and its public function, including fare policy and environmental commitments. MTA is anticipating a 35-year contract, including approximately five years of construction and 30 years of operations. The private entity will be responsible for finishing the design, constructing, operating, and maintaining the asset, and financing a portion of construction. In return, MDOT will pay the private entity periodic payments during the operating period. The payments will be subject to performance deductions, which will provide strong incentives for the private entity to deliver high quality service similar to operating contracts MTA has in place for MARC train, commuter bus and mobility paratransit services. In December, MTA received Statements of Qualifications from six teams; MTA intends to select up to four of these teams to be short-listed and therefore eligible to submit a Proposal for the Purple Line P3.

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

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

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

FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Total
$15	$100	$100	$100	$100	$100	$100	$100	$100	$82	$900

In recognition of both regional and local benefits of the project, MDOT is seeking regional contributions. Regional contributions may be county funds or in-kind contributions such as rights-of-way, utility relocations, construction of supporting facilities or environmental mitigation that serves the

purpose of reducing the project cost. For the Purple Line, regional contributions are assumed to total $220 million, of which $60 million is received during the FY 2014 to FY 2019 period. To date, county governments have pledged investments and in-kind contributions. Investments by the private entity are also assumed to finance the project cost. This amount will be determined through the solicitation process.

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

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

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

The **Maryland Port Administration** (MPA) has received a $10 million U.S. Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant to increase its cargo handling capacity and provide rail access at its Fairfield Marine Terminal. The $29 million project will use dredged material from the Port's main access channel to fill an aging basin and create a 7.6-acre cargo staging area in a prime location near the vessel berth. Rail access will also be added at Fairfield to improve the Port's handling of autos and roll on/roll off equipment. The project will utilize $19 million from the Transportation Act to match the $10 million TIGER grant to move this project forward.

SHA Revenue Increase Projects

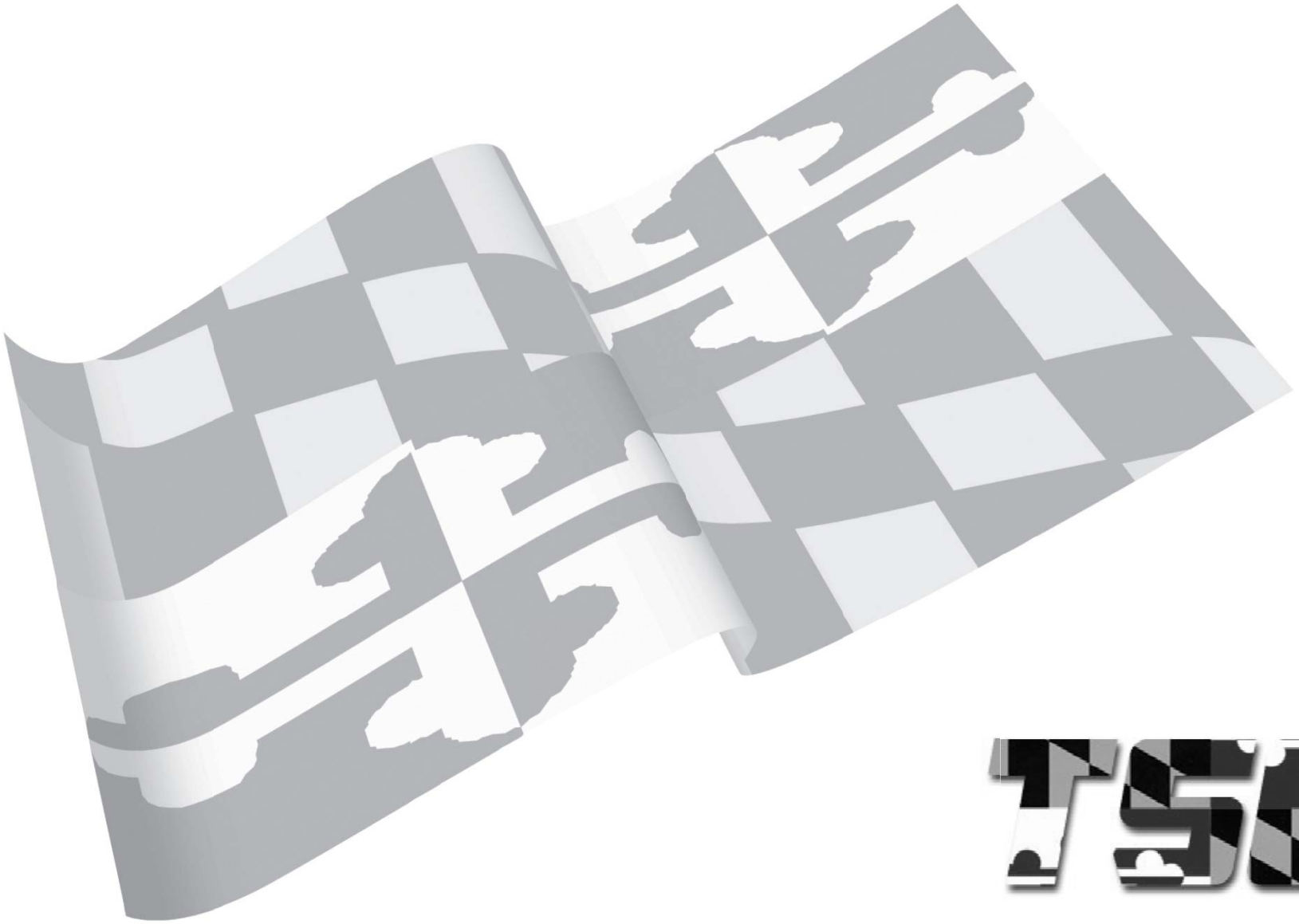
(all figures in thousands of dollars)	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Project Total
Safety Projects							
BA - I-695 at Leeds Avenue (CO)	-	9,976	21,258	18,906	9,239	-	59,379
CO/TA – replace MD 331 Dover Bridge (CO)	-	14,026	17,273	15,946	10,404	-	57,649
HO - I-95 Lawyers Hill Sound Barrier (CO)	-	-	3,541	4536	503	-	8,580
MO – MD 97 Relocated (Brookville) (CO)	-	-	-	5,680	10,153	9,299	25,132
PG - US 1 College Park Phase I (R/W)	100	1,000	10,000	6,000	2,476	-	19,576
QA - US 301/MD 304 (R/W, CO)	500	9,378	19,982	22,196	-	-	52,056
SM - MD 5 at MD 246 and MD 471 intersection improvements (PE)	250	550	1,000	1,000	1,000	1,200	5,000
SO - UMES Roundabout (MD 675 from MD 363 to MD 822) (CO)	1,481	1,760	-	-	-	-	3,241
Sub-total for Safety Projects	2,331	36,690	73,054	74,264	33,775	10,499	230,613
Economic Development Projects							
AA - MD 175 at MD 295 (BRAC Ft. Meade) (R/W)	1,000	2,000	11,000	10,000	4,467	-	28,467
HA - BRAC intersection improvements at APG (R/W, CO)	2,615	4,709	11,390	14,186	6,051	5,008	43,959
FR - US 15/Monocacy Blvd. (R/W, CO)	3,748	12,433	10,598	10,992	10,992	10,992	68,950
MO - I-270/Watkins Mill (entire project) (CO)	-	-	9,760	30,415	37,224	45,169	122,568
PG - MD 210/Kerby Hill Road Intg. (R/W, CO)	250	10,220	22,084	22,061	24,996	6,215	85,826
PG - I-495/MD 5 Branch Avenue Phase II (R/W, CO)	7,047	13,016	13,691	12,901	-	-	46,655
PG - Greenbelt Metro Access (PE)	500	998	2,500	2,500	500	-	7,000
Sub-total for Economic Development Projects	15,160	43,376	81,023	103,055	84,230	67,384	403,425
Community Safety and Enhancement Projects							
CA - MD 231 @ MD 765 (R/W, CO)	2,100	463	3,213	2,325	-	-	8,101
CL - MD 30 from CSX Railroad to North Woods Trail (CO)	-	-	1,245	8,283	6,843	3,140	19,511
FR - MD 144 from New Market Elementary to Bye Alley (CO)	-	1,323	3,202	1,475	-	-	6,000
HA - MD 755 from Willoughby Beach Road to MARC Station (CO)	436	3,034	1,667	-	-	-	5,137
PG - MD 5/MD 637 Branch Ave and Naylor Rd Metro Stations (RW,CO)	6	5,207	3,996	238	-	-	9,447
PG - MD 201 from Kenilworth Towers to MD 410 (R/W,CO)	342	2,475	2,664	625	-	-	6,106
PG - MD 500 from MD 410 to MD 208 (CO)	631	6,137	3,832	-	-	-	10,600
Sub-total for Community Safety and Enhancement Projects	3,515	18,639	19,819	12,946	6,843	3,140	64,902

SHA Revenue Increase Projects

(all figures in thousands of dollars)	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Project Total
Capacity/Congestion Relief							
AA- US 50 Severn River Bridge (PP)	150	1,000	850	-	-	-	2,000
AL - US 220 Tier 2 Planning Study (PP)	250	1,180	1,400	1,400	770	-	5,000
BA - MD 140 at Painter's Mill (RW)	1,300	1,000	629	-	-	-	2,929
BA – widen outer loop I-695 US 40 to MD 144 (CO)	-	-	18,219	25,189	25,982	16,159	85,549
BA - I-695 from MD 41 to MD 147 & Harford Road Interchange(CO)	-	6,619	11,832	10,836	-	-	29,287
CA - MD 2/4 Phase 2 (R/W)	10	500	7,500	5,264	-	-	13,274
CH - US 301 Waldorf Study - finish NEPA (PP)	200	1,740	1,640	1,420	-	-	5,000
CO/TA – MD 404 Phase 1B (CO)	2,168	7,283	9,210	10,934	-	-	29,595
HO – widen northbound US 29 (Phase 1B) (CO)	13,271	15,704	19,082	-	-	-	48,057
HO - US 29 Middle Patuxent River to Broken Land Pky Phase II (PE)	450	700	700	700	450	-	3,000
MO - MD 124 widening Phase 2 (PE)	-	292	550	1,058	-	-	1,900
MO - US 29 at Musgrove/Fairland (PE)	350	1,175	1,825	1,825	1,825	-	7,000
MO - MD 28, improvements between MD 97 and MD 182 (PP)	300	900	1,100	700	-	-	3,000
PG - MD 4 @ Suitland Parkway, interchange construction (R/W, CO)	1,558	14,333	33,691	47,974	30,543	21,205	149,304
PG - MD 197 from Kenhill Drive to MD 450 relocated (PE)	400	1,000	3,800	3,800	2,000	-	11,000
PG - MD 5/MD 373 interchange (R/W)	1,233	4,867	5,976	-	-	-	12,093
SM/CA – Engineer TJ bridge replacement (PE)	500	3,750	3,750	3,750	1,875	1,375	15,000
SM - MD 4 at MD 235 right turn lane extension (CO)	1,236	1,510	-	-	-	-	2,746
WA – widen I-81 bridge over Potomac (CO)	-	-	-	9,678	13,372	12,722	44,327
WO - US 113 Phase 3 (R/W)	1,000	5,000	4,699	-	-	-	10,700
Sub-total for Capacity/Congestion Relief	24,376	68,553	126,453	124,528	76,817	51,461	480,761
Total Projects	**$ 45,382**	**$ 167,258**	**$ 300,349**	**$ 314,793**	**$ 201,665**	**$ 132,484**	**$ 1,179,701**
SHA System Preservation							**$ 543,000**
SHA WIP Projects							**$ 427,100**
			HIGHWAY TOTAL				**$ 2,149,801**

MTA Revenue Increase Projects

(all figures in thousands of dollars)	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
MTA Capital Projects							
Metro Railcar Replacement/Metro Signal System Replacement	850	1,905	17,000	34,000	32,000	150,000	235,755
MARC - Purchase New Locomotives	27,000	10,000	5,000	2,000	-	-	44,000
Agencywide Parking Improvements	512	1,901	2,000	2,000	2,000	2,000	10,413
Kirk Bus Division - Phase II	2,610	93	45,000	20,000	7,000	-	74,703
Charles Center TOD - Entrance Relocation Study - Planning	-	1,000	-	-	-	-	1,000
LOTS Calvert County Transit Center - Design	-	500	1,500	-	-	-	2,000
Southern Maryland Transit Cooridor - US301/MD-5	1,000	3,000	1,000	-	-	-	5,000
Howard County, Bus Rapid Transit System - Planning	-	500	1,500	-	-	-	2,000
Montgomery County, Bus Rapid Transit System - Engineering	-	4,200	5,800	-	-	-	10,000
Light Rail - Safety Enhancements	-	2,000	1,200	-	-	2,200	5,400
Red Line	32,455	64,753	28,323	95,631	325,795	142,323	689,280
Purple Line	21,292	143,877	190,232	118,000	118,000	119,743	711,144
CCT	10,240	10,000	20,000	35,000	21,000	4,000	100,240
MARC System Preservation	5,700	5,600	-	-	-	-	11,300
MTA System Preservation & Enhancement	1,200	2,500	-	-	-	-	3,700
Capital Total	102,859	251,829	318,555	306,631	505,795	420,266	1,905,935
MTA Operating Service Additions							
Weekend Penn Line MARC service	4,000	8,000	8,200	8,400	8,600	8,800	46,000
MARC Camden Line additional service	1,300	2,000	2,050	2,150	2,200	2,300	12,000
Montgomery County Ride On	6,000	8,000	17,000	17,500	18,000	18,500	85,000
Prince George's County The Bus	5,565	5,665	5,765	5,865	5,965	6,175	35,000
Baltimore City Charm City Circulator	2,000	2,000	2,000	2,000	2,000	2,000	12,000
MTA Commuter Bus	1,300	2,100	2,100	2,100	2,200	2,200	12,000
MTA LOTs increase	-	2,000	2,000	2,000	2,000	2,000	10,000
Operating Total	14,865	19,765	28,865	29,465	30,165	30,875	212,000
CCT Balance to Complete							125,000
TRANSIT TOTAL							**2,242,935**
TOTAL with SHA, MTA, MAA & MPA							**4,436,736**



THE SECRETARY'S OFFICE

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

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	16.1	32.5	23.4	11.6	7.3	4.6	95.5
System Preservation Minor Projects	51.6	47.0	13.8	13.4	8.5	7.2	141.5
Development & Evaluation Program	9.2	40.5	25.9	5.7	-	-	81.2
SUBTOTAL	77.0	120.0	63.0	30.6	15.8	11.9	318.3
Capital Salaries, Wages & Other Costs	1.9	2.0	2.1	2.1	2.2	2.3	12.6
TOTAL	78.8	122.0	65.1	32.8	18.0	14.1	330.9
Special Funds	69.5	78.8	38.2	26.9	18.0	14.1	245.5
Federal Funds	9.3	43.3	26.9	5.8	-	-	85.3
Other Funds	-	-	-	-	-	-	-



PROJECT: Transportation Enhancement Program

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

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

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

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

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

EXPLANATION: Transportation enhancement projects will improve connectivity by enhancing pedestrian and bicycle mobility as well as result in environmental improvements; such as, treatment of roadway runoff, tree planting and preservation of historical structures.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added funding in FY 19.

USAGE: N-A.

OPERATING COST IMPACT: N-A.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	269,615	192,715	6,000	13,900	13,600	14,100	14,400	14,900	76,900	0
Total	269,615	192,715	6,000	13,900	13,600	14,100	14,400	14,900	76,900	0
Federal-Aid	213,172	152,472	4,300	11,100	10,800	11,200	11,400	11,900	60,700	0

STIP REFERENCE #State6 08/01/2013



PROJECT: Transportation Emission Reduction Program

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

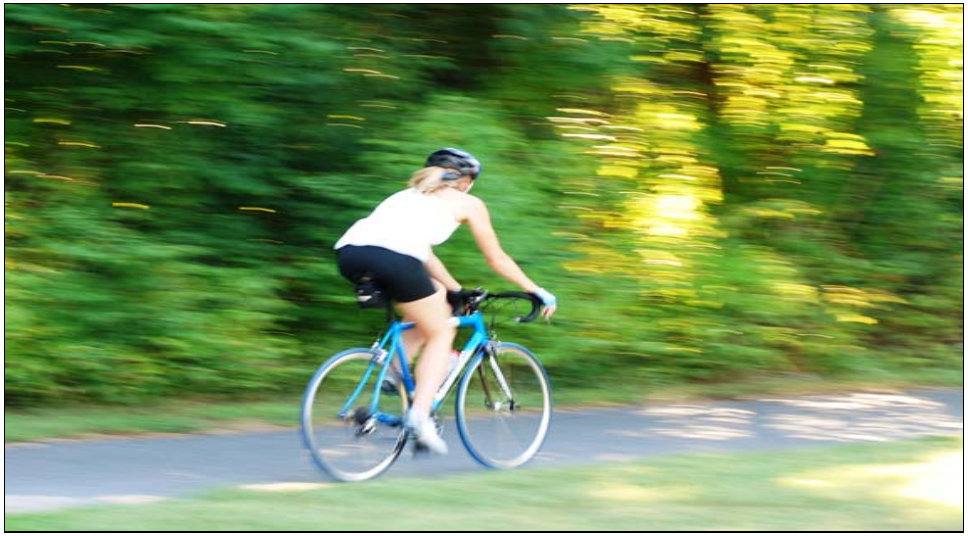
STATUS: Underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,001	42,057	3,653	3,983	4,269	4,157	4,252	4,630	24,944	0
Total	67,001	42,057	3,653	3,983	4,269	4,157	4,252	4,630	24,944	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Total cost increased by $1.6M due to the addition of FY 19 funding offset by reductions from revised cost estimates.



PROJECT: Bikeways Network Program

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

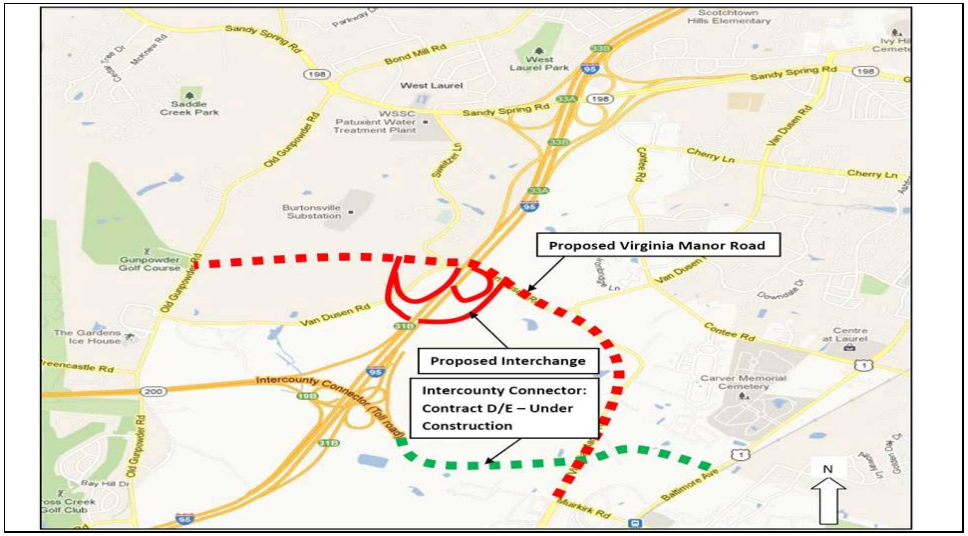
STATUS: More than 70 projects are moving forward with Bikeways Program funding in 14 counties and 29 cities and towns. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $6.3M to program of which $5.0M was from the Transportation Infrastructure Act of 2013 and $1.3M was Federal funding from the TIGER Grant for the Anacostia Riverwalk Trail.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	950	50	100	200	200	200	200	0	900	0
Engineering	3,775	175	600	600	800	800	800	0	3,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,570	187	888	2,848	3,647	2,000	2,000	0	11,383	0
Total	16,295	412	1,588	3,648	4,647	3,000	3,000	0	15,883	0
Federal-Aid	1,295	0	0	648	647	0	0	0	1,295	0

0170



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

DESCRIPTION: A Secretary's grant to Prince George's County for construction/reconstruction of Virginia Manor Road Relocated between the InterCounty Connector and Old Gunpowder Road (Approximately 2.6 miles). Connections will be made to both the InterCounty Connector and the new I-95/Contee Road Interchange. Bicycle and Pedestrian access will be provided.

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

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

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

If Project Outside PFA:
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

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

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

STATUS: Construction Underway. Due to anticipated cost savings additional work related to the relocation of Washington Suburban Sanitary Commission (WSSC) water lines as well as other TBD projects in the area have been added to the overall project scope.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,000	2,796	10,800	4,468	4,468	4,468	0	0	24,204	0
Total	30,000	5,796	10,800	4,468	4,468	4,468	0	0	24,204	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0165



PROJECT: Baltimore Rail Intermodal Facility

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: The project is currently in the planning and permitting phase. Construction is expected to begin in FY 15.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	20,000	10,000	0	0	0	30,000	0
Total	30,000	0	0	20,000	10,000	0	0	0	30,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0180



PROJECT: Northeast Corridor Bridge; Susquehanna River Bridge

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	0
Federal-Aid	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	0

0181



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-42)

STATUS: Preliminary engineering was recently awarded and NEPA services are expected to begin in early Calendar Year 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	626	10,000	30,000	19,374	0	0	0	59,374	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	60,000	626	10,000	30,000	19,374	0	0	0	59,374	0
Federal-Aid	60,000	626	10,000	30,000	19,374	0	0	0	59,374	0

0158

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior		
	The Secretary's Office		
1	Real Estate Services (0005)	360	Ongoing
2	Rail Safety Oversight (0032)	191	Ongoing
3	Airport Citizens Committee (0078)	268	Ongoing
4	MDOT Headquarters Building (0081)	880	Ongoing
5	Security/Emergency Management (0082)	100	Ongoing
6	Capital Program Management System Maintenance (0086)	239	Complete
7	Capital Program Management System Maintenance II (0087)	25	Underway
8	TSO OA Replacements OBJ 10 (0099)	191	Ongoing
9	TSO OA Enhancements OBJ 11 (0100)	95	Ongoing
10	Special Real Estate Counsel Contract (0133)	400	Ongoing
11	Towson Circle Grant (0149)	1,500	Underway
12	UMD - NCSG Agreement (0148)	230	Ongoing
13	MBE 2009 Disparity Study (0146)	350	Underway
14	Charles Street Trolley Grant (0135)	23	Underway
15	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
16	Data Center Shared Services (0101)	576	Ongoing
17	Environmental Compliance Oversight (0126)	1,420	Ongoing
18	Baltimore Rail Study (State Share) (0121)	125	Underway
19	TOD Implementation (0143)	764	Ongoing
20	OPCP - 12 Consultant Contract (0169)	2,379	Underway
21	I-95/Forestville Road Improvement Grant (0167)	1,500	Spring, 2014
22	IV & V - Major IT Development Projects (0162)	725	Underway
23	MD Department of Planning Grant (0154)	92	Ongoing
24	MD 695/Broening Highway Grant (0150)	4,011	Underway
25	Maryland Bike Share Program (0172)	2,500	Underway
26	TSO Environmental (0161)	269	Ongoing
27	Employee Scheduling System - Expense Module (0184)	222	Underway
28	MEA/MDOT Electric Truck Voucher MOU (0171)	320	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

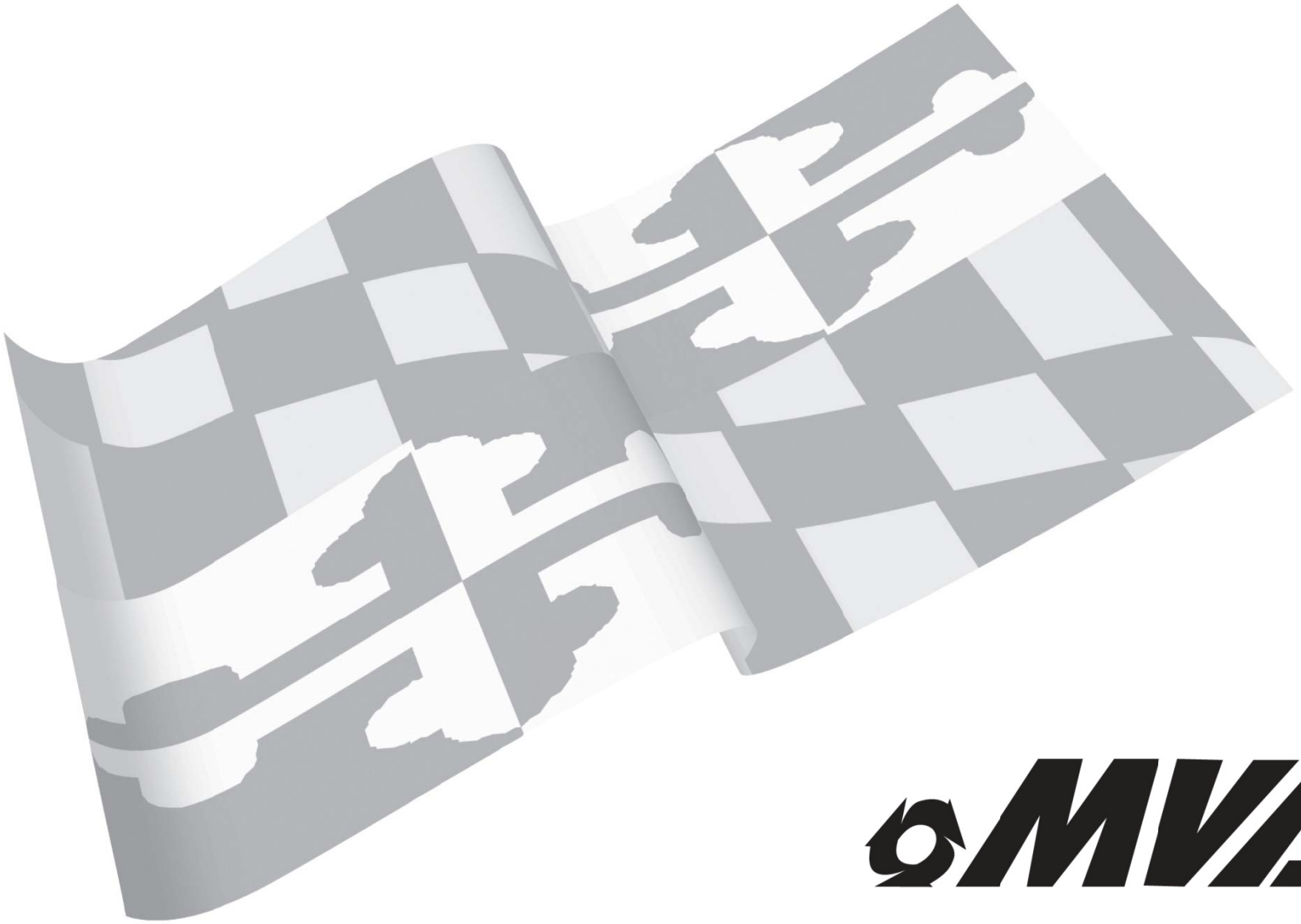
THE SECRETARY'S OFFICE - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	The Secretary's Office (cont'd)		
29	General Fund Transfer to Local Governments (0185)	15,380	Complete
30	Employee Scheduling System - Leave Request Module (0183)	259	Underway
31	Employee Scheduling System - Scheduler Module (0182)	178	Underway
32	CSX Intermodal Container Transfer Facility Planning Grant (0179)	1,400	Underway
33	State Personnel System (Benefits) (0178)	601	Underway
34	Gmail - Google Docs (0177)	1,344	Underway
35	700Hz Radios - CVED & ASED (0175)	1,408	Underway
36	CAD/RMS - DVED & ASED (0176)	930	Underway
37	Program Management (0019)	100	Ongoing
38	Network Hardware/Software Replacement Costs (0020)	3,901	Ongoing
39	CPMS Evaluation & Review Contract (0191)	95	Underway
40	Mobile Device Management (0189)	465	Spring, 2014
41	Executive Correspondence System (0190)	300	Spring, 2014
	FY 2015		
	The Secretary's Office		
42	Canton Railroad Grant (0173)	2,700	FY 2015
43	Employee Scheduling System - Time Capture Enhancement (0186)	255	FY 2015
44	MDOT Headquarters Building (0081)	700	Ongoing
45	Special Real Estate Counsel Contract (0133)	475	Ongoing
46	OPCP - 12 Consultant Contract (0169)	2,500	Underway
47	MBE 2015 Disparity Study (0168)	500	FY 2015
48	TSO Environmental (0161)	125	Ongoing
49	UMD - NCSG Agreement (0148)	150	Ongoing
50	MBE 2009 Disparity Study (0146)	397	Underway
51	Mainframe Upgrade 2 (0144)	3,700	FY 2015

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 (cont'd)		
	The Secretary's Office (cont'd)		
52	TOD Implementation (0143)	2,200	Ongoing
53	700Hz Radios - CVED & ASED (0175)	1,408	Underway
54	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
55	Environmental Compliance Oversight (0126)	1,150	Ongoing
56	Baltimore Rail Study (State Share) (0121)	600	Underway
57	Data Center Shared Services (0101)	582	Ongoing
58	TSO OA Replacements OBJ 10 (0099)	149	Ongoing
59	CSX Intermodal Container Transfer Facility Planning Grant (0179)	811	Underway
60	State Personnel System (Benefits) (0178)	406	Underway
61	Airport Citizens Committee (0078)	250	Ongoing
62	Rail Safety Oversight (0032)	120	Ongoing
63	Real Estate Services (0005)	850	Ongoing
64	TSO OA Enhancements OBJ 11 (0100)	76	Ongoing
65	Program Management (0019)	100	Ongoing
66	Network Hardware/Software Replacement Costs (0020)	3,940	Ongoing
67	UMBC Traffic Circle (0192)	400	FY 2015
68	MD Department of Planning Grant (0154)	92	Ongoing
69	I-95/Forestville Road Improvement Grant (0167)	500	Spring, 2014
70	Capital Program Management System Maintenance II (0087)	250	Underway
71	MEA/MDOT Electric Truck Voucher MOU (0171)	180	Underway
72	Employee Scheduling System - Expense Module (0184)	222	Underway
73	CAD/RMS - DVED & ASED (0176)	137	Underway
74	Grants To Local Governments (0193)	16,000	FY 2015



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	2.3	2.7	2.4	1.0	0.7	1.6	10.7
System Preservation Minor Projects	25.9	22.2	14.8	14.2	12.2	11.1	100.4
Development & Evaluation Program	2.1	1.8	-	-	-	-	3.9
SUBTOTAL	30.3	26.7	17.2	15.2	12.9	12.7	115.0
Capital Salaries, Wages & Other Costs	1.1	1.2	1.2	1.2	1.2	1.3	7.2
TOTAL	31.5	27.9	18.4	16.4	14.1	14.0	122.2
Special Funds	29.6	27.5	18.2	16.4	14.1	14.0	119.8
Federal Funds	1.9	0.4	0.2	-	-	-	2.4



PROJECT: Real ID Act

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Security System Preservation & Improvement (Line 4, Item No. 23)
DLS/POS Migration (Line 4, Item No. 22)

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,295	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,012	555	303	729	425	0	0	0	1,457	0
Total	4,307	2,850	303	729	425	0	0	0	1,457	0
Federal-Aid	1,771	941	303	354	173	0	0	0	830	0

0659



PROJECT: Alternative Service Delivery Systems

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: Project Core (Line 3)

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

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

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

STATUS: Ongoing.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of $3.4 million for additional enhancements including support of 24-hour, 7 days per week operations and planned spending in FY 2019.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,852	1,234	100	100	100	103	106	109	618	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,114	14,490	1,922	1,869	1,869	889	580	1,495	8,624	0
Total	24,966	15,724	2,022	1,969	1,969	992	686	1,604	9,242	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534



PROJECT: Project Core (Enterprise Management System)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Alternative Service Delivery Systems (Line 2)

STATUS: Project planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,294	385	2,082	1,827	0	0	0	0	3,909	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,294	385	2,082	1,827	0	0	0	0	3,909	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0688

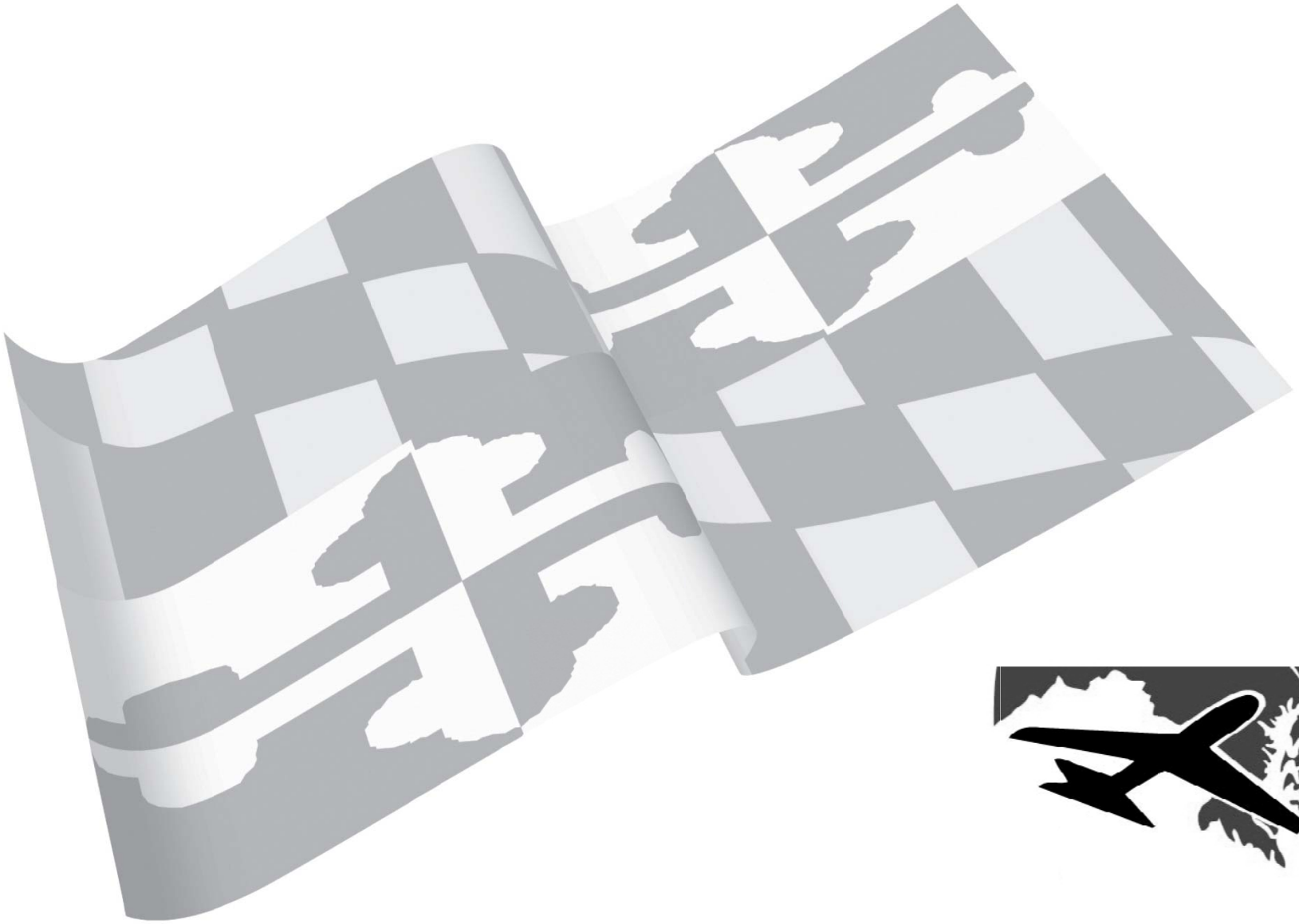
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior		
	Building Improvements		
1	Walnut Hill Express Office Relocation (0682)	470	Complete
2	Parkville Express Office Modifications (0696)	195	Underway
3	Salisbury Branch Renovation (0693)	2,959	Underway
4	Columbia Express Office Relocation (0674)	200	Underway
5	Essex Branch Office Expansion (0675)	1,200	Underway
6	Glenmont Express Office Relocation (0676)	200	Underway
7	Building and Interior Modification (0598)	1,052	Ongoing
8	Comprehensive Planning Services (0536)	1,350	Ongoing
9	Environmental Management System Improvements (0668)	500	Ongoing
10	Glen Burnie Office Systems Preservation (0512)	1,141	Ongoing
11	OIR Office Systems Preservation (0698)	334	Ongoing
12	VEIP Preservation (0686)	1,278	Ongoing
	Information Technology		
13	CDL Skills Test Electronic Issuance & Wireless System (0683)	656	Complete
14	Internal Auditing Automation (0691)	100	Underway
15	Inventory Management (0692)	313	Underway
16	Central Issuance (0772)	3,209	Underway
17	Data Loss Protection (0697)	700	Underway
18	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Underway
19	Driver Law Test System (0695)	800	Underway
20	Central Document Processing System Preservation (0651)	300	Ongoing
21	Computer Equipment System Preservation (0645)	4,901	Ongoing
22	DLS/POS Migration (0681)	4,905	Ongoing
23	Security System Preservation & Improvement (0518)	198	Ongoing
24	System Preservation (0597)	2,279	Ongoing
25	Telecommunication System Preservation & Improvement (0545)	695	Ongoing

MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)

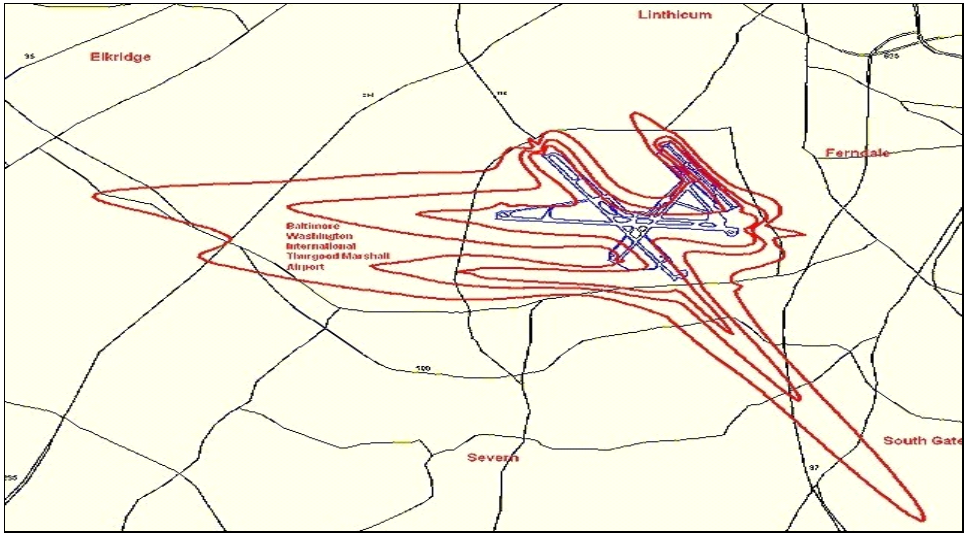
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015		
	Building Improvements		
26	Building and Interior Modification (0598)	435	Ongoing
27	Comprehensive Planning Services (0536)	1,350	Ongoing
28	Environmental Management System Improvements (0668)	800	Ongoing
29	Glen Burnie Office Systems Preservation (0512)	941	Ongoing
30	VEIP Preservation (0686)	1,423	Ongoing
31	Frederick Branch Renovation (0694)	1,600	Summer, 2014
32	Watershed TMDL (0669)	1,225	Summer, 2014
	Information Technology		
33	Central Document Processing System Preservation (0651)	700	Ongoing
34	Computer Equipment System Preservation (0645)	3,130	Ongoing
35	DLS/POS Migration (0681)	1,393	Ongoing
36	Security System Preservation & Improvement (0518)	198	Ongoing
37	System Preservation (0597)	2,218	Ongoing
38	Telecommunication System Preservation & Improvement (0545)	842	Ongoing
39	Automated Compulsory Ins Sys (ACIS) 2 Planning (0672)	250	Summer, 2014
40	Business Process Reengineering (0699)	2,000	Summer, 2014
	Information Technology Project (Appr 8)		
41	DIWS II (MITDP) (0684)	4,400	Summer, 2014



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	139.0	141.0	156.7	3.8	0.9	0.9	442.4
System Preservation Minor Projects	65.5	47.9	21.8	25.1	38.3	32.9	231.5
Development & Evaluation Program	0.7	1.7	1.0	-	-	-	3.4
SUBTOTAL	205.2	190.6	179.5	28.9	39.2	33.8	677.3
Capital Salaries, Wages & Other Costs	6.1	6.1	6.1	6.1	6.1	6.1	36.6
TOTAL	211.3	196.7	185.6	35.0	45.3	39.9	713.9
Special Funds	84.2	82.1	60.2	25.4	41.0	35.6	328.5
Federal Funds	25.0	23.2	4.3	4.3	4.3	4.3	65.3
Other Funding *	102.1	91.4	121.1	5.4	-	-	320.1
Other Funding Breakdown*							
CFC	3.2	2.9	-	-	-	-	6.1
PFC	45.1	28.1	75.5	5.4	-	-	154.1
PFC Bond	50.9	60.4	45.5	-	-	-	156.9
RAA	1.0	-	-	-	-	-	1.0
TSAOTA	1.9	-	-	-	-	-	1.9
	102.1	91.4	121.1	5.4	-	-	320.1



PROJECT: Noise Zone Land Acquisition Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Homeowner Assistance Program -- Line 2

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

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

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

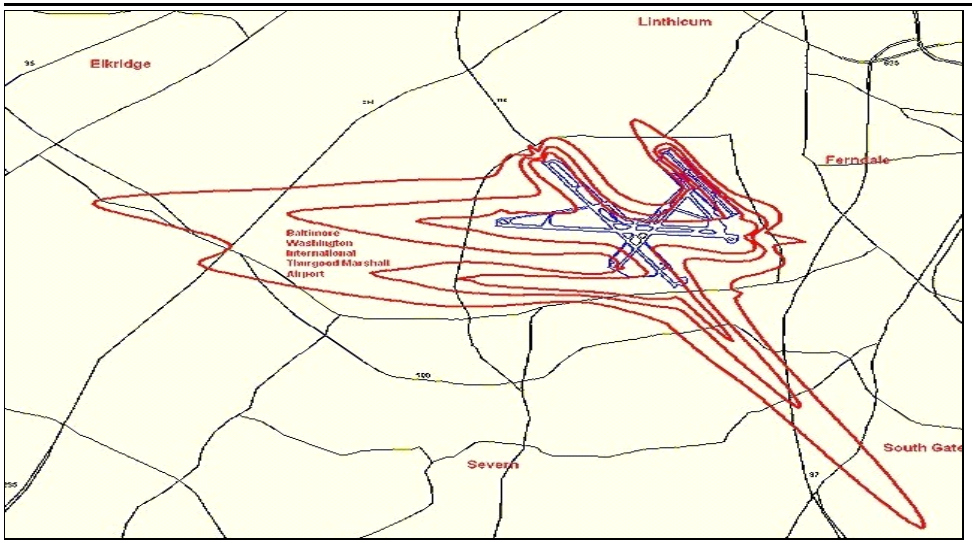
STATUS: MAA has acquired 250 properties through FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	39,441	33,814	350	277	5,000	0	0	0	5,627	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,490	33,863	350	277	5,000	0	0	0	5,627	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

1001



PROJECT: Homeowner Assistance Program

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Noise Zone Land Acquisition Program -- Line 1

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	442	3	3	3	3	3	0	15	0
Right-of-way	28,116	22,496	936	937	937	937	937	936	5,620	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,573	22,938	939	940	940	940	940	936	5,635	0
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

1002



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Taxiways A, D, K, and P were completed in August 2012. Intersection of Runways 10-28 and 15R-33L was completed in 2011. Runway 15L-33R and mulitiple taxiway improvements were completed in 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of $1.1 million due to transfer from Phase 5 on Line 7 for Runway 15L-33R interim taxiway pavement maintenance.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,069	2,029	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,091	13,433	658	0	0	0	0	0	658	0
Total	16,160	15,462	698	0	0	0	0	0	698	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

7725, 7740, 7741, 7742, 7754, 7756, 7757, 7758, 7760, 7761, 7770, 7771, 7772, 7773



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction began Summer 2012. Runway 10-28 RSA and pavement rehabilitation were completed in August 2013. Amtrak obstructions modifications, property acquistions, and a portion of Taxiway C will continue into FY 2016.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of $0.9 million results from the allocation of program management to the various RSA projects.

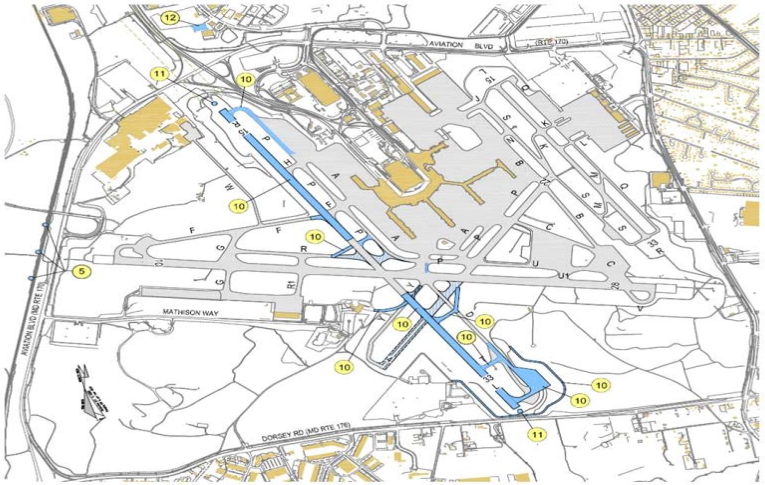
USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	37	0	37	0	0	0	0	0	37	0
Engineering	11,702	8,786	2,244	336	336	0	0	0	2,916	0
Right-of-way	1,408	3	1,405	0	0	0	0	0	1,405	0
Construction	51,425	38,212	6,181	3,100	3,932	0	0	0	13,213	0
Total	64,572	47,001	9,867	3,436	4,268	0	0	0	17,571	0
Federal-Aid	22,148	18,408	1,469	2,271	0	0	0	0	3,740	0

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



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease of $87.2 million due to transfer of $80.7 million to Phase 4 on Line 6 and $6.5 million resulting from favorable bids for projects in FY 2013.

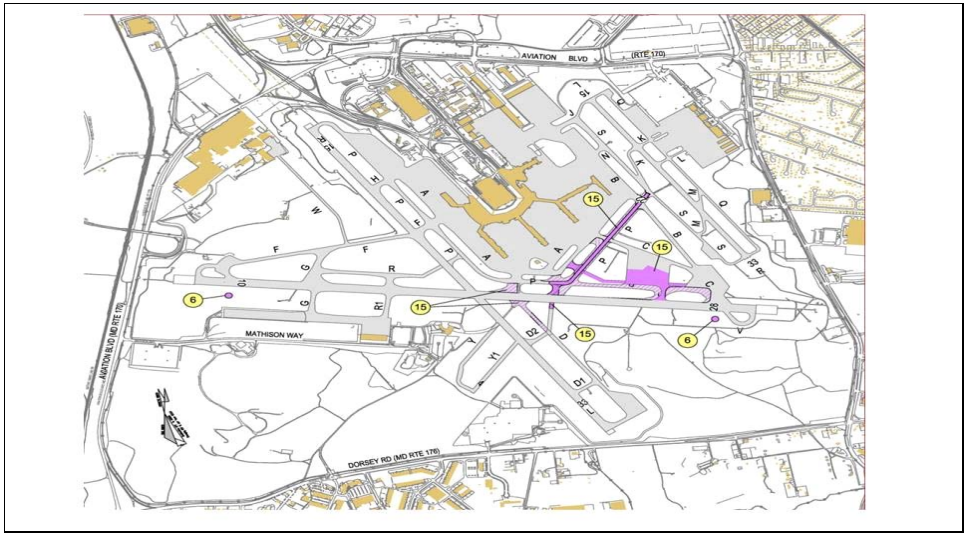
USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	26,729	20,977	3,921	749	1,082	0	0	0	5,752	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	123,534	6,037	46,789	48,324	22,384	0	0	0	117,497	0
Total	150,263	27,014	50,710	49,073	23,466	0	0	0	123,249	0
Federal-Aid	33,897	1,033	21,012	11,852	0	0	0	0	32,864	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7731, 7743, 7755, 7769, 7811, 7812, 7815, 7816, 7817,
7818, 7819, 7820, 7821, 7826, 7827, 9800



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

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

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

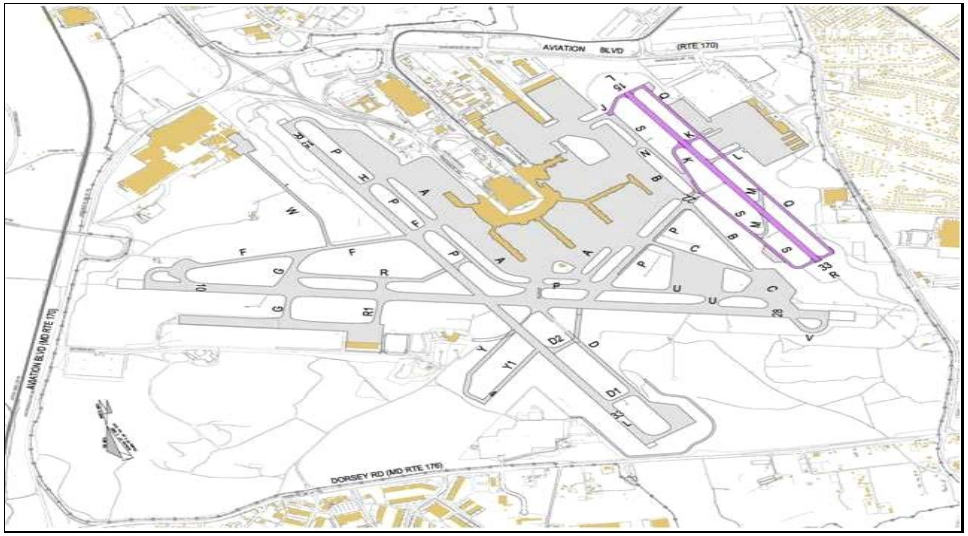
USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	4,556	2,429	400	296	0	0	0	3,125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,049	1	7,504	14,211	51,333	0	0	0	73,048	0
Total	80,730	4,557	9,933	14,611	51,629	0	0	0	76,173	0
Federal-Aid	7,204	0	0	7,204	0	0	0	0	7,204	0

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



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

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

EXPLANATION: This project provides for compliance with FAA Part 139 regulations. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

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

STATUS: Design underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,026	0	150	689	187	0	0	0	1,026	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,344	0	0	1,382	11,962	0	0	0	13,344	0
Total	14,370	0	150	2,071	12,149	0	0	0	14,370	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease results from the transfer of $1.1 million to Phase 1 on Line 3 for interim taxiway maintenance.

USAGE: Accommodate projected annual passenger growth.

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



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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Systems substantially complete June 2013.

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

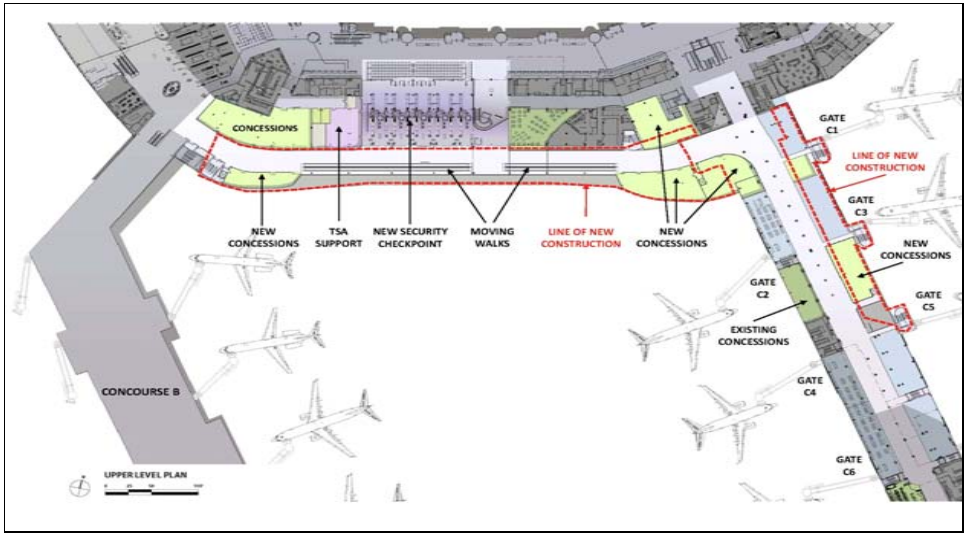
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,687	5,081	606	0	0	0	0	0	606	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,524	36,756	5,768	0	0	0	0	0	5,768	0
Total	48,211	41,837	6,374	0	0	0	0	0	6,374	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of $0.6 million reflects increased cost of construction design assistance.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: B/C Connector at BWI Marshall Airport

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: B/C Connector and Security Checkpoint opened to use April 2013. Construction of Concourse C Widening began December 2012 and has an early 2014 completion.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of $5.5 million for construction costs relating to difficulty of renovating and adding to oldest portion of terminal and safety improvements. Project cashflow revisions based on construction work schedules and timing of expenditures.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,072	1,072	0	0	0	0	0	0	0	0
Engineering	14,833	9,998	4,835	0	0	0	0	0	4,835	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,858	53,499	41,354	5	0	0	0	0	41,359	0
Total	110,763	64,569	46,189	5	0	0	0	0	46,194	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenues.
9862, 9863, 9865, 9866, 9867, 9868, 9869, 9882, 9883, 9885, 9886, 9887, 9888, 9889



PROJECT: D/E Connector at BWI Marshall Airport

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Preliminary planning is underway. Design started in September 2013.

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

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	309	221	88	0	0	0	0	0	88	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	125,000	0	11,000	60,509	53,491	0	0	0	125,000	0
Total	125,309	221	11,088	60,509	53,491	0	0	0	125,088	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Parking Revenue Control System at BWI Marshall Airport

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Replacement of the aged parking revenue system provides ease of access and enhanced payment options for airport users. An updated parking system will improve space management, provide for flexible pricing and enhance financial reporting. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Construction will start in January 2014.

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

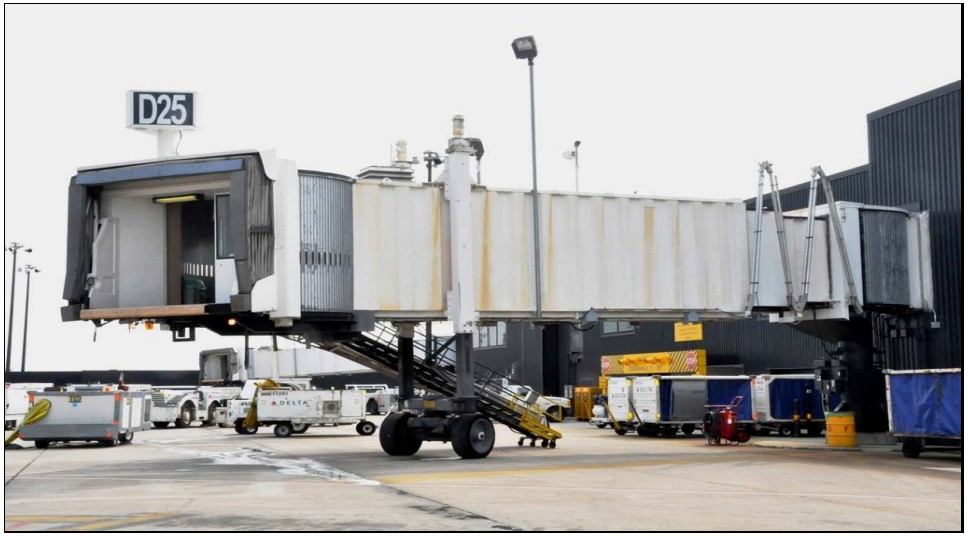
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,323	855	264	204	0	0	0	0	468	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,483	11	2,457	6,015	0	0	0	0	8,472	0
Total	9,806	866	2,721	6,219	0	0	0	0	8,940	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost reduction of $2.0 million reflects the result of favorable bids for construction, design and inspection services.

USAGE: Accommodate projected annual passenger growth.

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

1270



PROJECT: Loading Bridge Replacement Program at BWI Marshall Airport

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Design underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,872	0	0	576	864	432	0	0	1,872	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,608	0	0	3,264	4,896	2,448	0	0	10,608	0
Total	12,480	0	0	3,840	5,760	2,880	0	0	12,480	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: New project added to the Construction Program.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Martin State Airport Airport Layout Plan (ALP) approved by the FAA in July 2011.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,471	251	546	674	0	0	0	0	1,220	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,471	251	546	674	0	0	0	0	1,220	0
Federal-Aid	276	69	110	97	0	0	0	0	207	0

2010, 2011, 2012

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



PROJECT: Environmental Assessment at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	0	1,000	1,000	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	0	1,000	1,000	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003



PROJECT: Exit Lane Technology at BWI Marshall Airport

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

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

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Preliminary evaluations underway.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	200	0	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2028

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior		
	Airport Technology		
1	Hourly Garage Parking Guidance System Upgrade (1931)	935	Summer, 2014
2	Permanent Noise Monitoring System Replacement (7405)	1,513	Winter, 2014
3	IT Equipment (1456)	8,700	Ongoing
	Airside Development		
4	Terminal Building Head Knocker Protection (1924)	925	Complete
5	BWI New Air Traffic Control Tower (1939)	154	Underway
6	BWI Noise Exposure Map (1913)	376	Underway
7	Comprehensive Paving FY 2013 (1908)	9,305	Underway
	Annual		
8	Bridge Inspection (SHA Consultant) (1023)	1,267	Underway
9	Roadway Sign Structure Inspection (1906)	23	Underway
10	Wildlife Deterrent Unit Inspections (1904)	20	Underway
11	Comprehensive Regional Air Passenger Survey (1486)	108	Underway
12	Terminal Spaceframe Inspection (7000)	90	Underway
13	Wildlife Mitigation (2006)	5	Underway
14	Real Estate Administrative Services (7019)	305	Ongoing
15	Real Estate Property Services (7018)	222	Ongoing
16	Parking Garage Structure Inspection (1463)	451	Ongoing
	Baltimore/Washington		
17	Pavement Management BWI/MTN (1389)	1,869	Complete
18	Comp Arch Eng Design Services (1902)	3	Underway
19	Wildllife Hazard Assessment (1903)	54	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
20	Comp Acoustical Services Contract (1918)	621	Underway
21	Comp Arch Eng Design Services (1915)	2,202	Underway
22	Comp Profressional Program Mgmt (1916)	400	Underway
23	BWI Hotel (2008)	310	Underway
24	Capital Financial Services (2018)	650	Underway
25	Prof Services GIS, SUE and Engineering Data (2016)	901	Underway
26	Wildlife Management Services (2019)	328	Underway
27	Comp Airport Planning Services (1951)	400	Underway
28	Comp Arch Eng Design Services (1955)	400	Underway
29	Comp Const Mgmt Services - SBR (1952)	40	Underway
30	Const Mgmt Services (1953)	600	Winter, 2014
31	MBE Support Services (1950)	90	Underway
32	Fire Protection Engineer Services (1173)	324	Ongoing
33	Comp Arch Eng Design Services (7015)	3,343	Ongoing
34	Comp Construction Mgmt & Inspection (7016)	3,405	Ongoing
35	Comprehensive AIT Services (1291)	417	Ongoing
36	Building Permits and Inspections (1390)	1,085	Ongoing
37	Comp Airport Planning Services (1901)	3,947	Ongoing
38	Comp Construction Mgmt & Inspection (8016)	409	Ongoing
39	Comp Environmental Planning (1900)	2,474	Ongoing
	Consol Rental Car Facility		
40	CRCF Exterior Facility Improvements (1973)	1,029	Complete
41	CRCF Interior Facility Improvements (1970)	1,287	Complete
42	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	179	Complete
43	CRCF Garage Improvements (1971)	2,531	Underway
44	CRCF Bus Fleet Refurbishment (1972)	1,082	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Consol Rental Car Facility (cont'd)		
45	CRCF New Tenant Additional Walkway (1977)	265	Summer, 2014
46	CRCF Signage Revisions (1975)	258	Spring, 2014
47	CRCF Walkway to Tenant Parking (1976)	830	Spring, 2014
	Environmental Compliance		
48	Terminal Environmental Mitigation (8105)	252	Ongoing
49	Comp Environmental Compliance (9407)	3,772	Ongoing
50	Comp Environmental Compliance (9408)	1,036	Ongoing
	Equipment		
51	ARFF Equip Repl - Pumper (1992)	519	Complete
52	BWI Sweeper - Replacement (1991)	299	Complete
53	Snow Equip Repl - M-B Tow Broom (1990)	228	Complete
54	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	935	Complete
55	Medic Unit - Replacement (9406)	204	Complete
56	Quint - Replacement (9201)	800	Complete
57	Shift Commander Response Vehicle (9425)	158	Complete
58	Portable Emergency Power (9315)	1,431	Underway
59	ARFF Equip Repl - Rescue Truck (1985)	502	Underway
60	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,390	Underway
61	MTN Snow Equip Repl - Front End Loader (1980)	200	Underway
62	MTN Snow Equip Repl - Front End Loader (1981)	200	Underway
63	MTN Snow Equip Repl - FWD Snow Blower (1982)	500	Underway
64	Snow Equip - Multi Task Snow Removal Units (2) (1983)	1,400	Underway
65	Snow Equip - New Edge Light Plow (1984)	427	Underway
66	MTN Equip Repl - Dump Truck (1987)	75	Spring, 2014

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Equipment (cont'd)		
67	MTN Equip Repl - Dump Truck (1988)	75	Spring, 2014
68	MTN Equip Repl - Tractor (1989)	104	Spring, 2014
	Landside Development		
69	Amtrak Station Design Planning (9422)	503	Complete
70	Hourly Garage Inspection Improvements (9415)	2,332	Complete
71	Construction Material Storage Building (9404)	52	Summer, 2014
72	MAA 991 Leasehold Improvements (9501)	463	Underway
73	Terminal Roadway Overhead Sign Structure Replacement (2020)	742	Underway
74	Parking Lot Bus Shelter Replacement (2021)	2,886	Underway
75	Daily Garage Inspection Repairs (1921)	2,630	Spring, 2014
76	BWI Hotel - Former Four Points (2038)	3,500	Underway
	Martin State		
77	MTN Obstruction Removal (9431)	319	Spring, 2014
	Regional Aviation		
78	Regional Airports Economic Impact Study (2013)	178	Complete
79	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
80	Regional Aviation Program (1107)	600	Underway
81	Statewide Aviation Grants (AIP-5%) (1105)	2,000	Underway
	Security		
82	TSA Baggage Screening Improvements Ph 1 (9000)	1,509	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

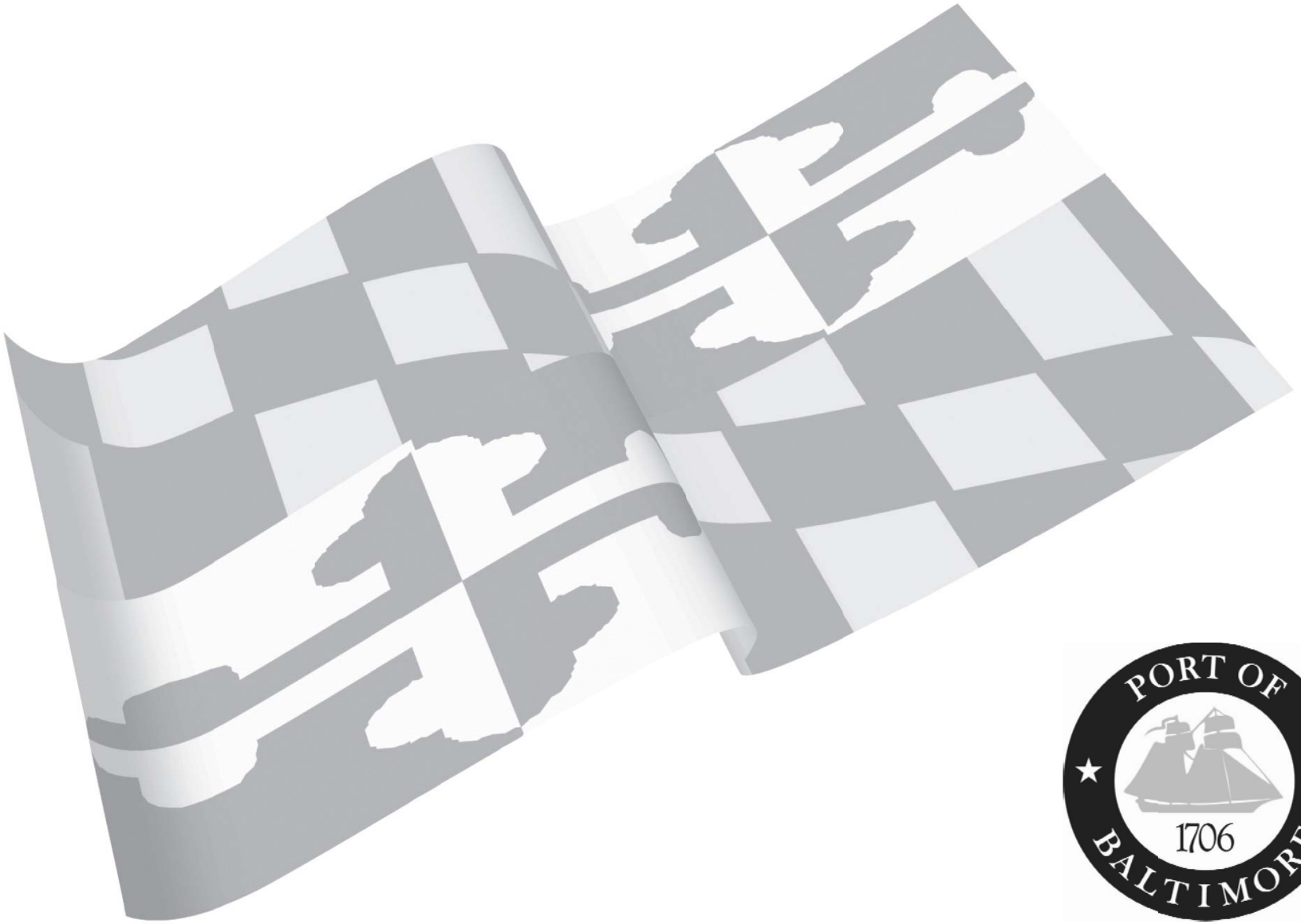
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Security (cont'd)		
83	Gate J Improvements (1922)	139	Complete
84	TSA Baggage Screening Improvements Ph 2 (8999)	2,054	Spring, 2014
85	TSA Piers A/B Bag Screening Equip Replacement (8998)	17	Underway
86	Security Initiatives (1298)	3,224	Ongoing
	Terminal Development		
87	Chesapeake Lounge Renovation (9423)	327	Complete
88	Lease Agreement Assets (9884)	1,485	Complete
89	Terminal Carpet Replacement Phase 2 (2023)	1,414	Complete
90	Terminal Interior / Exterior Modifications (1914)	4,267	Complete
91	USO Lounge Renovations (7502)	335	Complete
92	Terminal Improvement Project (7017)	7,828	Underway
93	ADA Restroom Access and Improvements (9418)	176	Underway
94	Advance Construction Costs (9020)	2,174	Underway
95	BWI and MTN Facility Improvements (2025)	13,876	Underway
96	Miscellaneous Structural Improvements (2022)	624	Underway
97	Observation Gallery Improvements (9881)	1,507	Underway
98	Terminal Interior / Exterior Modifications (2014)	7,710	Underway
99	BWI Facility Improvements (2026)	6,679	Underway
100	MER 3-4 Sanitary Sewer Line Evaluation and Remediation (2024)	182	Underway
101	County Sewer and Water Capital Improvements (1028)	1,198	Ongoing
102	Facility Management Program (7600)	376	Ongoing
103	Utilities Connection (7020)	268	Ongoing
104	Terminal Leasehold Modifications (7500)	1,743	Ongoing
105	International Buildiing Expansion (9700)	7,637	Spring, 2014

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015		
	Airside Development		
106	ARFF Station HVAC Replacement (1927)	2,034	Summer, 2014
	Baltimore/Washington		
107	Pavement Management BWI/MTN (1943)	250	Summer, 2014
	Consol Rental Car Facility		
108	CRCF - New Tenant Access Road (1978)	315	Summer, 2014
109	CRCF Bus Maintenance Facility Improvements (1979)	200	Summer, 2014
	Equipment		
110	Snow Equip Repl - Runway Blowers (3) (1995)	1,725	Summer, 2014
111	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	947	Fall, 2014
112	ARFF Equip Repl - Ambulance Unit #30094 (1994)	258	Fall, 2014
113	Equip Repl - Sweeper Trucks (3) (1996)	947	Fall, 2014
114	Snow Equip New - Edge Light Plow (1) (1997)	607	Fall, 2014
	Martin State		
115	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2014
116	MTN Air Traffic Control Tower (1121)	950	Summer, 2014
	Regional Aviation		
117	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2014
118	Regional Aviation Program (1107)	600	Summer, 2014

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 (cont'd)		
	Regional Aviation (cont'd)		
119	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2014
	Terminal Development		
120	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Summer, 2014
121	Terminal Space Frame Painting (1926)	5,787	Summer, 2014



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	48.2	89.7	130.2	64.4	157.5	169.6	659.7
System Preservation Minor Projects	31.8	42.1	50.1	30.1	33.7	34.6	222.4
Development & Evaluation Program	10.9	16.2	12.7	8.4	8.2	12.8	69.1
SUBTOTAL	90.9	148.0	192.9	102.9	199.4	217.0	951.1
Capital Salaries, Wages & Other Costs	5.2	5.4	5.6	5.8	5.9	5.9	33.9
TOTAL	96.1	153.4	198.5	108.7	205.3	222.9	984.9
Special Funds	95.6	147.7	194.2	108.7	205.3	222.9	974.4
Federal Funds	0.5	5.8	4.3	-	-	-	10.5



PROJECT: Hart-Miller Island Related Projects

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

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

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Dredge Material Placement and Monitoring -- Line 2
Dredge Material Management Program -- Line 10

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The program was increased by $3.9 million due to the addition of FY 19. Funds are added to the program to meet future operating costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,238	6,483	563	449	405	434	446	458	2,755	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,011	60,972	3,116	5,402	9,198	7,685	3,767	3,871	33,039	0
Total	103,249	67,455	3,679	5,851	9,603	8,119	4,213	4,329	35,794	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003



PROJECT: Dredge Material Placement and Monitoring

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Hart-Miller Island Related Projects -- Line 1
Dredge Material Management Program -- Line 10
Masonville Vessel Berth Construction - Line 8

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Total program increased by $155.7 million due to planned site development of Coke Point and other Dredge Management Containment Facilities.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	37,961	15,512	1,052	3,987	7,469	9,043	443	455	22,449	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	814,411	344,269	18,131	32,927	88,024	41,256	144,488	145,316	470,142	0
Total	852,372	359,781	19,183	36,914	95,493	50,299	144,931	145,771	492,591	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction for Phase I was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

USAGE: Increase in larger, deeper vessel calls.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,247	24,675	11,251	13,321	4,000	0	0	0	28,572	0
Total	53,652	25,080	11,251	13,321	4,000	0	0	0	28,572	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158



PROJECT: Terminal Security Program

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: One Federal grant project was added.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	200	0	200	0	0	0	0	0	200	0
Construction	43,337	40,448	1,054	963	600	0	0	0	2,617	272
Total	43,537	40,448	1,254	963	600	0	0	0	2,817	272
Federal-Aid	20,481	20,069	420	0	0	0	0	0	420	-8

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



PROJECT: South Locust Point Cruise Terminal

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: None

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

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

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

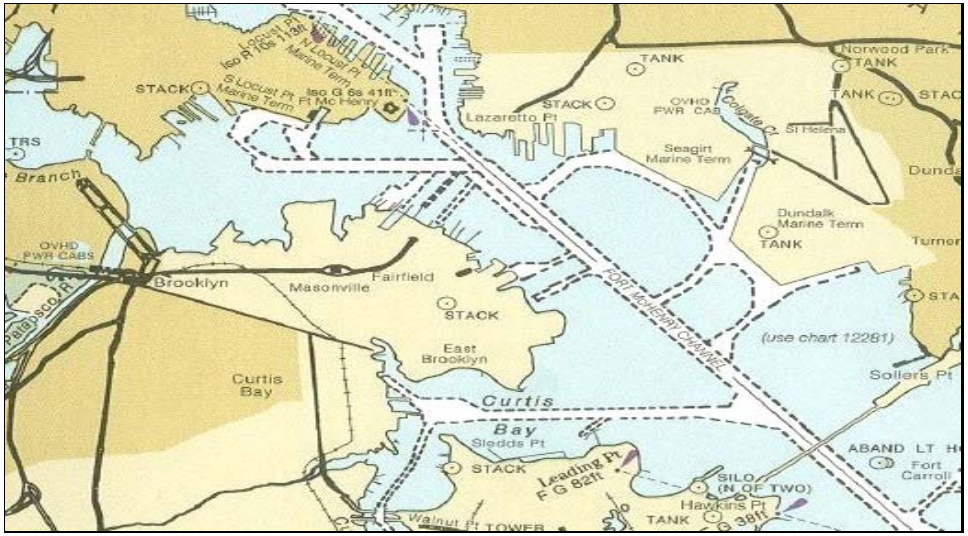
STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,079	1,521	1,036	4,522	0	0	0	0	5,558	0
Total	7,079	1,521	1,036	4,522	0	0	0	0	5,558	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1621, 1628, 1635, 1637, 1641



PROJECT: Marine Terminal Property Acquisition

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	15,843	8,526	77	0	7,240	0	0	0	7,317	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,843	8,526	77	0	7,240	0	0	0	7,317	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

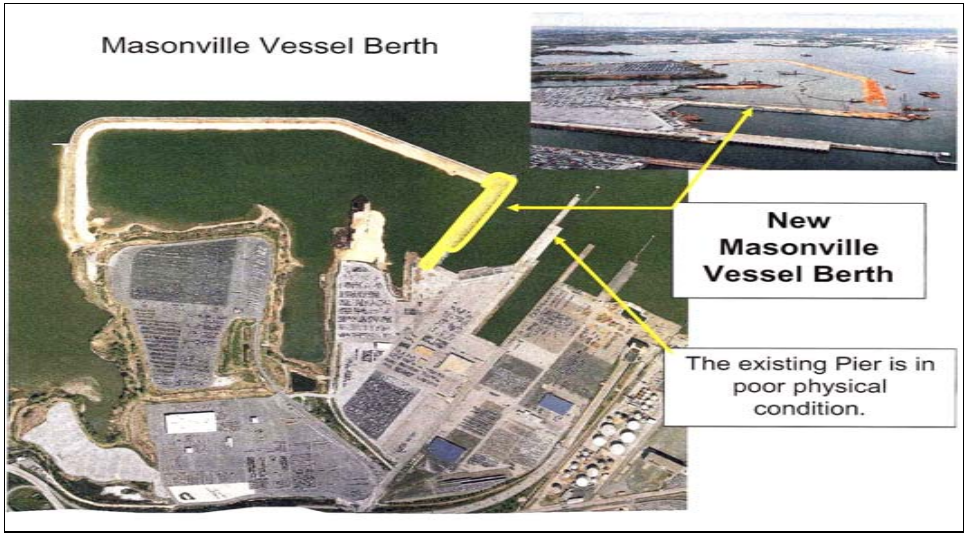
STATUS: The Corrective Measures Alternative Analysis was approved by MDE in July 2012. Corrective actions are underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The program increased by $4.7 million due to the continuation of operating procedures specified in the July 2012 CMAA.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,198	490	114	146	109	112	112	115	708	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,392	26,619	2,429	3,287	5,480	5,914	8,251	19,412	44,773	0
Total	72,590	27,109	2,543	3,433	5,589	6,026	8,363	19,527	45,481	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0

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



PROJECT: Masonville Vessel Berth Construction

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

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

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

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

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

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

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

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

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

STATUS: Construction on schedule.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The project increased by $1.1M due to changing site conditions during construction.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,755	10,385	9,170	3,200	0	0	0	0	12,370	0
Total	22,755	10,385	9,170	3,200	0	0	0	0	12,370	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1760



PROJECT: Port of Baltimore Export Expansion Project

DESCRIPTION: MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

PURPOSE & NEED SUMMARY STATEMENT: The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it is expanded in 2015. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land at Fairfield Marine Terminal, which is needed for cargo storage (and cost avoidance to replace depilated bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS: Masonville Vessel Berth Construction -- Line 8

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

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

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

STATUS: Awaiting the release of the USDOT/MARAD grant contract agreement.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,153	0	0	21,517	7,636	0	0	0	29,153	0
Total	29,153	0	0	21,517	7,636	0	0	0	29,153	0
Federal-Aid	10,000	0	0	5,750	4,250	0	0	0	10,000	0

2710, 5239



PROJECT: Dredge Material Management Program

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

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

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

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

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

STATUS: Feasibility studies are underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	86,316	48,555	5,873	8,184	5,330	4,844	4,527	9,003	37,761	0
Engineering	47,261	20,511	4,591	5,875	5,330	3,553	3,650	3,751	26,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,551	0	449	2,102	2,000	0	0	0	4,551	0
Total	138,128	69,066	10,913	16,161	12,660	8,397	8,177	12,754	69,062	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5217, 5220, 5224, 5250, 5308, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The program decreased by $6.4 million due to the completion of dredge material management projects.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior		
	All Terminals		
1	Environmental Best Practices (1738)	2,667	Underway
2	Environmental Remediation (1400)	1,290	Underway
3	Berth Substructure IV (1787)	3,771	Underway
4	Storm Water Pollution Prevention (1410)	36	Underway
5	Concrete Deck Repair III (1821)	678	Underway
6	EPC Capital Projects (1829)	100	Underway
7	MARAMA Dray Truck Program (1831)	600	Underway
8	Paving Repair VII (1766)	3,185	Underway
9	Water and Sanitary Line Upgrade (1130)	284	Underway
10	Fendering Redesign and Replacement (1129)	476	Underway
11	Agency Wide Berth Substructure Repairs V (1830)	4,600	Underway
12	Environmental Mitigation Maintenance (1743)	400	Underway
13	Open Ended Building Maintenance Contract (1832)	2,000	Underway
14	Pricing Contingency Change (1742)	125	Underway
15	Hawkins Point O&M (1707)	1,354	Ongoing
16	Demolition 3 Cranes (1835)	1,000	Spring, 2014
17	Paving Repair VIII (1836)	3,900	Spring, 2014
	Dundalk Marine Terminal		
18	Fuel Island Rennovation (1125)	1,850	Complete
19	DMT Bollard Replacement Program (3138)	283	Complete
20	Storm Drain Cleaning (3133)	86	Complete
21	Berth 11-13A Row Pile Replacement (3157)	230	Complete
22	Crane Beam Repair - Berths 11 & 12 (1142)	433	Complete
23	Shed 201 Siding Repair (1138)	144	Complete
24	DMT High Voltage Feeder (1123)	3,890	Underway
25	High Mast Lighting - APM area DMT (1112)	900	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Dundalk Marine Terminal (cont'd)		
26	Berth 6/7 Rail Rehabilitation (1135)	1,231	Underway
27	Building 91A HVAC Replacement - EPC Program (3135)	112	Underway
28	Fumigation Building Repair (3142)	456	Underway
29	Heavy Load Pads Berth 12 (1137)	2,471	Underway
30	Main Line Rail Survey and Replacement (1141)	818	Underway
31	Rehabilitation of Portions of Dunmar - Police HQ (3144)	745	Underway
32	Shed 4 Door Repair (3159)	10	Underway
33	Building 91A Roof and Siding Replacement (3129)	1,404	Underway
34	Mobile Crane - DMT (3156)	3,532	Underway
35	Crane Electrical Pit Rehabilitation (3152)	1,220	Spring, 2014
36	DMT Variable Message Sign Replacement (3164)	30	Spring, 2014
37	Emergency Repair - Crane 5 DMT (3160)	50	Spring, 2014
38	Stairway Rehabilitation - MAT Terminal (3161)	25	Spring, 2014
	Facilities and Equipment		
39	Crane Trolley Rail Support System (3055)	171	Complete
40	Crane Truck (3051)	230	Complete
41	Sprinkler Repairs (3038)	1,073	Underway
42	Equipment and Infrastructure Preservation (3029)	1,337	Underway
43	Fender Replacement Program (3147)	521	Underway
44	Crane Harness Repair (3057)	100	Underway
45	Rotator for DMT Cranes (3048)	130	Underway
46	Railroad Crane Inspection and Construction (3106)	375	Underway
47	Crane Elevator Rehabilitation (3056)	150	Spring, 2014
48	Dump Truck FY 14 (3060)	310	Spring, 2014
49	Replace Electrical Crane 11 - DMT (3059)	400	Spring, 2014

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Masonville Auto Terminal		
50	Berth 4 Approach Slab Reconstruction (1747)	2,572	Complete
	North Locust Point		
51	Breasting Dolphin - North Locus Point (3140)	881	Complete
52	Paceco Crane Rehabilitation (1850)	59	Complete
	Open-Ended Consulting		
53	Construction Management Inspection FY 2009 (1249)	1,606	Complete
54	Comprehensive Facility Inspection Diving (1725)	629	Underway
55	Engineering Survey Consultants (1241)	200	Underway
56	Construction Management Inspection FY 13 - FY14 (1270)	5,000	Underway
57	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	3,000	Underway
58	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,000	Underway
59	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	3,000	Underway
60	Portwide Engineering Design FY 13 - FY WBCM (1262)	3,000	Underway
61	PE Inspection Diver IV (1826)	200	Underway
62	Portwide Egineering & Design FY 11 - STV (1259)	277	Underway
63	Portwide Egineering & Design FY 11 - WBCM (1256)	320	Underway
64	Portwide Egineering & Design FY 11 - WRA (1258)	479	Underway
65	Inspection Surveys (1827)	400	Spring, 2014
	Port - Wide		
66	Open Ended Studies - Planning III (3128)	1,425	Underway
67	CTIPP Equipment (3124)	384	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

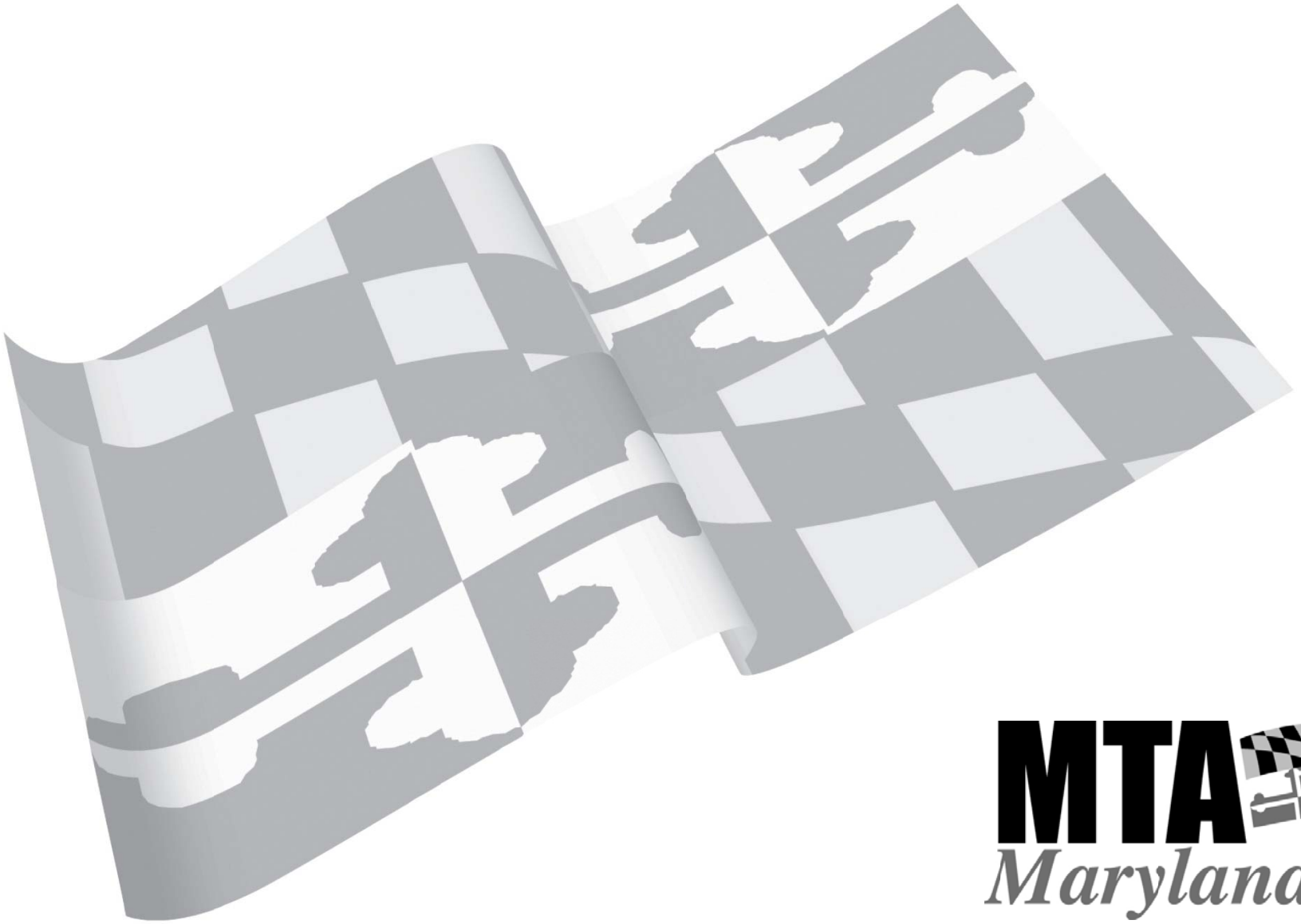
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	Security Projects		
68	Mobile Security Booths (1778)	200	Spring, 2014
	South Locust Point		
69	SLP Berth Substructure DEF (1634)	1,650	Complete
70	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,992	Underway
	World Trade Center		
71	New Roof Deck & Guardrail Waterproofing (1523)	642	Complete
72	ADA Restroom Renovations (3400)	540	Complete
73	Fire Arlarm Upgrade - WTC (1534)	115	Underway
74	Cathodic Protection WTC Sheet Piles (3420)	100	Underway
75	Chiller Replacement & Cooling Tower - WTC (3430)	2,147	Underway
76	EPC Miscellaneous Projects (3453)	100	Underway
77	LAN Room Cooling and Emergency Power (3481)	265	Underway
78	Seal WTC Building Columns (3490)	1,033	Underway
79	Storm Drain Cover Replacement - WTC (3470)	154	Underway
80	Rehbilitation of Shaft # 1 - WTC (3452)	268	Underway
81	Tenant Renovation - Meridian WTC (3107)	152	Underway
82	WTC Critical Projects Program (3451)	290	Underway
83	Relocated Security/Safety & Bldg System to Command Cen. (3450)	510	Spring, 2014
84	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2014

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015		
	All Terminals		
85	Hawkins Point O&M (1707)	370	Ongoing
86	Concrete Repair Balance (1820)	780	Summer, 2014
87	Pricing Contingency Change (1742)	3,673	Summer, 2014
88	Stormwater Construction and Retrofit Program (1411)	1,000	Fall, 2014
89	Agency Wide Bollard Repair (1833)	500	Spring, 2015
90	Stormwater Drain Structure Inspection and Rehab Prog (1412)	900	Spring, 2015
	Dundalk Marine Terminal		
91	Berth 12 Crane Rail Repairs (3148)	500	Summer, 2014
92	Berth and Infranstructure Enhancements (3149)	1,250	Summer, 2014
93	Demo and Replacement of Parts Storage Building (1140)	3,000	Summer, 2014
94	Demolition of Hanger 63D (3145)	800	Summer, 2014
95	DMT Back Gate and Mestek Demolition (3155)	4,850	Summer, 2014
96	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,600	Spring, 2015
97	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	5,000	Spring, 2015
98	DMT Siding/Insulation Two Story BlockBuilding (3163)	130	Spring, 2015
99	Dunmar South Renovation (3166)	650	Spring, 2015
	Facilities and Equipment		
100	Crane System Preservation (Balance) (3019)	400	Summer, 2014
101	Railroad Crane Inspection and Construction (3106)	342	Summer, 2014
	Masonville Auto Terminal		
102	Fairfield Building HVAV Replacement (1749)	1,050	Summer, 2014

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 (cont'd)		
	Open-Ended Consulting		
103	Comprehensive Facility Inspection (1724)	290	Summer, 2014
104	Portwide Engineering and Design - Balance (1211)	421	Summer, 2014
	Port - Wide		
105	CTIPP Equipment (3124)	264	Summer, 2014
	South Locust Point		
106	Coast Guard Cruise Terminal Office (1638)	400	Summer, 2014
107	Permanent Cruise Restooms (1639)	150	Spring, 2015
	World Trade Center		
108	Tenant Renovation - Meridian WTC (3107)	600	Summer, 2014
109	WTC Restroom Renovations (3454)	2,000	Spring, 2015

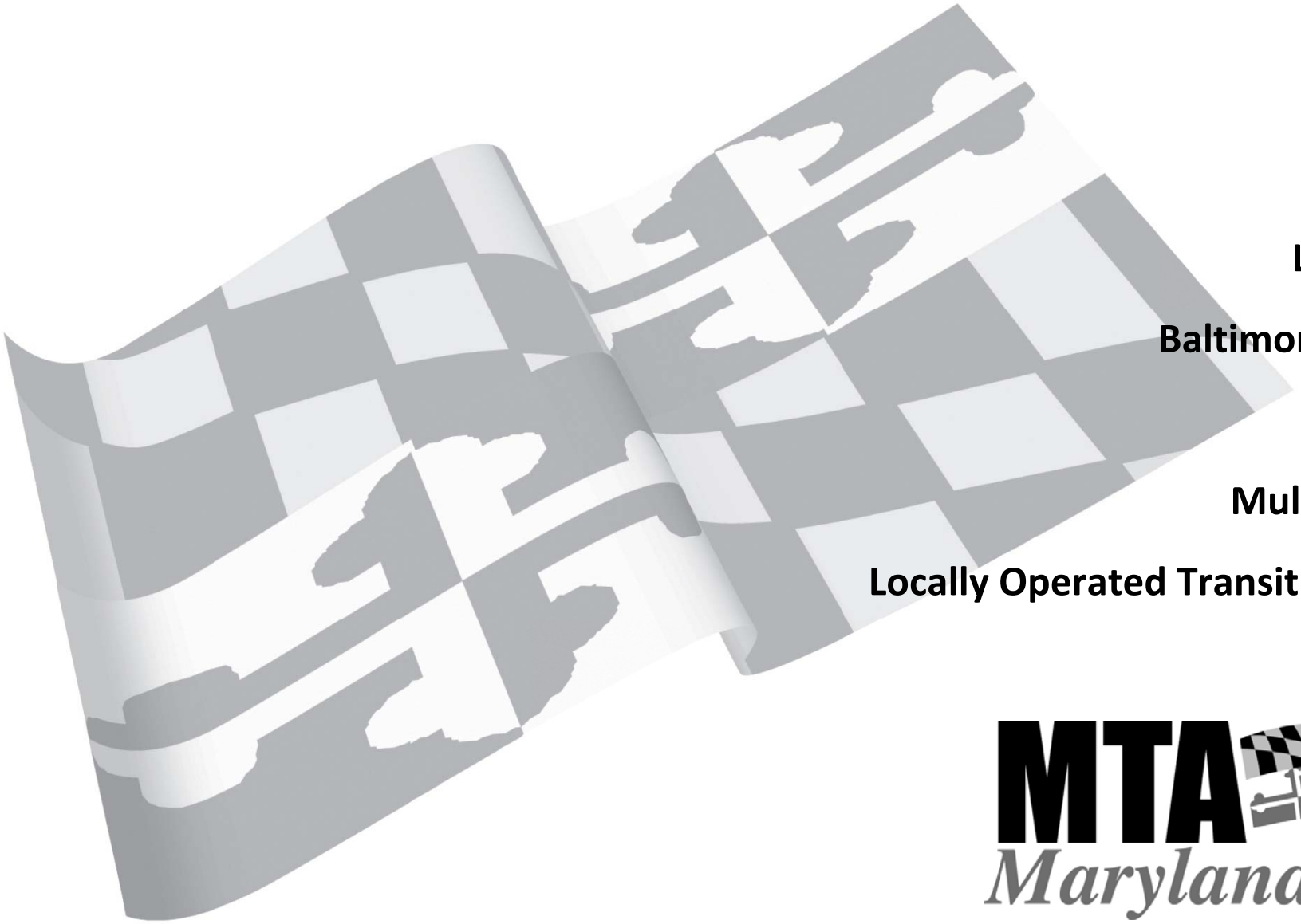


MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	487.8	571.1	648.7	686.0	969.5	986.0	4,349.1
System Preservation Minor Projects	82.7	64.8	38.7	52.5	35.4	33.7	307.7
Development & Evaluation Program	3.2	5.0	1.0	-	-	-	9.2
SUBTOTAL	573.6	640.9	688.4	738.5	1,004.9	1,019.7	4,666.0
Capital Salaries, Wages & Other Costs	13.3	13.0	12.0	12.5	13.0	13.0	76.8
TOTAL	587.0	653.9	700.4	751.0	1,017.9	1,032.7	4,742.8
Special Funds	326.7	369.3	383.7	379.7	588.8	418.1	2,466.4
Federal Funds	230.9	270.4	314.9	325.4	383.3	568.8	2,093.8
Other Funding	29.3	14.2	1.7	45.8	45.8	45.8	182.7



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover & Storage Facilities

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Plan - Line 42

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $1.0M to fund planning and construction for the maintenance and layover facility due to the Transportation Infrastructure Investment Act of 2013.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,714	1,530	1,964	220	0	0	0	0	2,184	0
Engineering	8,264	8,264	0	0	0	0	0	0	0	0
Right-of-way	5,184	1,462	0	0	3,722	0	0	0	3,722	0
Construction	35,454	23,129	12,325	0	0	0	0	0	12,325	0
Total	52,616	34,385	14,289	220	3,722	0	0	0	18,231	0
Federal-Aid	34,273	21,235	11,674	176	1,188	0	0	0	13,038	0

0208, 1208



PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Plan - Line 42

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

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

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

STATUS: All ARRA funds have been expended. The Train Watering System Replacement on the Penn Line was completed in FY 2013 and Baltimore Penn Station restroom renovations were completed in FY 2014. Ongoing projects on the Penn Line include Hanson Interlocking, an ADA compliant public address system and low-level platform rehabilitation in Union Station.Track improvements on the Camden Line are ongoing.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $38.2M due to the addition of FY 2019 and to meet current contract obligations.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,830	2,042	2,039	705	10	9	25	0	2,788	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	256,803	125,059	18,179	32,316	9,150	15,324	25,775	31,000	131,744	0
Total	261,633	127,101	20,218	33,021	9,160	15,333	25,800	31,000	134,532	0
Federal-Aid	187,533	91,198	14,019	26,416	7,328	12,266	16,955	19,351	96,335	0

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



PROJECT: MARC Coaches - Overhauls and Replacement

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

PURPOSE & NEED SUMMARY STATEMENT: The overhauls will extend the life cycle of mechanical systems and car bodies providing safe and reliable vehicles for MARC service.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	101	101	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	194,694	77,277	69,100	28,917	10,000	7,900	1,500	0	117,417	0
Total	194,795	77,378	69,100	28,917	10,000	7,900	1,500	0	117,417	0
Federal-Aid	147,060	53,305	55,159	23,124	7,952	6,320	1,200	0	93,755	0

1263, 1304



PROJECT: MARC Locomotives - Overhauls and Replacements

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $43.8M due to adding the procurement of MP-36 Diesel locomotives due to the Transportation Infrastructure Investment Act of 2013.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	0	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	151,326	95,845	27,000	15,500	10,981	2,000	0	0	55,481	0
Total	151,626	95,845	27,300	15,500	10,981	2,000	0	0	55,781	0
Federal-Aid	83,008	73,584	240	4,400	4,784	0	0	0	9,424	0

1245, 1440, 1444



PROJECT: MARC Edgewood Station

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	809	809	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,293	3,918	375	0	0	0	0	0	375	0
Total	5,102	4,727	375	0	0	0	0	0	375	0
Federal-Aid	2,893	2,893	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

1296



PROJECT: MARC Positive Train Control

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,031	181	6,685	6,353	812	0	0	0	13,850	0
Total	14,055	205	6,685	6,353	812	0	0	0	13,850	0
Federal-Aid	10,379	12	4,699	5,019	649	0	0	0	10,367	0

1380



PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: Construct a transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queuing area, kiss and ride parking, and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail.

PURPOSE & NEED SUMMARY STATEMENT: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

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

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

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 40

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	7,786	7,786	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	110,978	98,506	12,472	0	0	0	0	0	12,472	0
Total	119,589	107,117	12,472	0	0	0	0	0	12,472	0
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:
Montgomery County provided an additional $15.0M to cover increased costs.

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



PROJECT: MARC Halethorpe Station Improvements

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project costs increased by $3.0M in FY 2013 due to unanticipated site conditions.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,949	2,904	45	0	0	0	0	0	45	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	27,986	26,487	1,499	0	0	0	0	0	1,499	0
Total	32,931	31,387	1,544	0	0	0	0	0	1,544	0
Federal-Aid	21,680	21,680	0	0	0	0	0	0	0	0

0435



PROJECT: MARC West Baltimore Station Parking Expansion

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Red Line - Line 39

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

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

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

STATUS: Phase II construction is underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	841	841	0	0	0	0	0	0	0	0
Engineering	1,485	1,485	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,205	1,932	5,774	499	0	0	0	0	6,273	0
Total	10,531	4,258	5,774	499	0	0	0	0	6,273	0
Federal-Aid	1,785	1,785	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost decreased $2.8M due to the completion of Phase I. Project is complete and has been removed.

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

1089



PROJECT: MARC BWI Rail Station Upgrades and Repairs

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Plan - Line 42

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	653	162	0	0	0	0	0	162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,046	976	420	1,000	2,650	0	0	0	4,070	0
Total	5,861	1,629	582	1,000	2,650	0	0	0	4,232	0
Federal-Aid	3,065	0	465	800	1,800	0	0	0	3,065	0

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

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

1358



PROJECT: Homeland Security

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Closed Circuit Television (CCTV) Improvements - Line 29

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

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

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

STATUS: Project ongoing.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,989	1,908	81	0	0	0	0	0	81	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	51,913	18,155	15,560	14,308	3,890	0	0	0	33,758	0
Total	53,902	20,063	15,641	14,308	3,890	0	0	0	33,839	0
Federal-Aid	53,530	19,971	15,362	14,307	3,890	0	0	0	33,559	0

1379, 1384, 1432, 1433, 1434, 1448

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The 2013 Homeland Security Grant was added to the project. Project cost decreased by $12.1M due to completion and removal of 2006 and 2007 Homeland Security Grants.



PROJECT: Freight Bridge Rehabilitation

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,571	3,621	521	258	463	258	225	225	1,950	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,665	8,918	531	2,530	1,084	745	1,082	775	6,747	0
Total	21,236	12,539	1,052	2,788	1,547	1,003	1,307	1,000	8,697	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213



PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Procurement for the mid-life overhaul was completed in FY 2014 and construction is underway. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project budget decreased by $10.7M due to cost savings from contract negotiations.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,835	2,835	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	189,477	14,884	35,974	21,215	37,361	33,102	32,337	14,604	174,593	0
Total	192,312	17,719	35,974	21,215	37,361	33,102	32,337	14,604	174,593	0
Federal-Aid	94,195	3,918	5,179	15,568	28,460	24,752	13,438	2,880	90,277	0

1153, 1346



PROJECT: Owings Mills Joint Development

DESCRIPTION: Project involves a master plan and site infrastructure improvements for joint development of the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes replacement parking structures and utilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project supports mixed-use Transit-Oriented Development (TOD) immediately adjacent to the Metro station to reduce automobile trips, to promote transit ridership and to promote development around the transit stations.

STATUS: Construction of first garage is complete. Second garage under construction by developer. MTA contribution complete in FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Total cost was decreased by $7.7M due to completion of MTA contribution to the project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,254	23,254	0	0	0	0	0	0	0	0
Total	23,964	23,964	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding reflects $13.1 million contribution from Baltimore County.
0057



PROJECT: Metro Railcar Overhauls and Replacement

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Metro Railcar Truck Assembly Overhaul (ARRA) - Line 16

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $292.9M due to the Transportation Infrastructure Investment Act of 2013 to fund the replacement of the railcars.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	0	600	0	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	335,286	17,215	4,692	8,916	12,075	20,467	7,737	18,700	72,587	245,484
Total	335,886	17,215	5,292	8,916	12,075	20,467	7,737	18,700	73,187	245,484
Federal-Aid	20,224	6,699	3,022	7,132	3,371	0	0	0	13,525	0

0091, 1281, 1445



PROJECT: Metro Railcar Truck Assembly Overhaul (ARRA)

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Metro Railcar Overhauls and Replacement - Line 15

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

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

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

STATUS: Construction was completed in FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,900	17,900	0	0	0	0	0	0	0	0
Total	17,900	17,900	0	0	0	0	0	0	0	0
Federal-Aid	17,900	17,900	0	0	0	0	0	0	0	0

#8019 is an ARRA-related project.
8019



PROJECT: Metro Signal System Preservation and Replacement

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: The repair and replacement of the Metro Signal System will ensure safety and reliability.

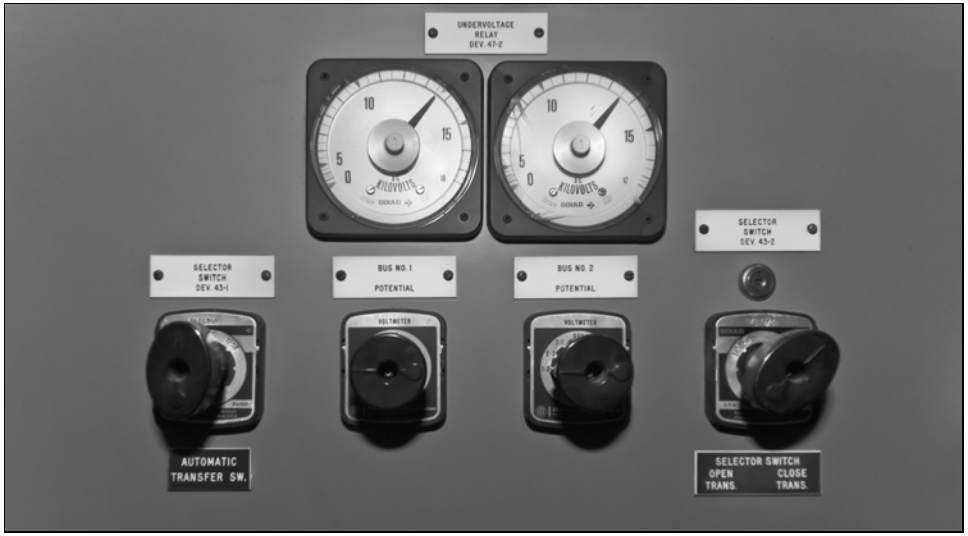
STATUS: Preliminary scoping and design is underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,930	583	442	905	0	0	0	0	1,347	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	333,040	0	190	2,920	18,650	21,280	26,000	42,000	111,040	222,000
Total	334,970	583	632	3,825	18,650	21,280	26,000	42,000	112,387	222,000
Federal-Aid	16,108	0	0	3,060	3,323	0	9,666	59	16,108	0

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

1321, 1415



PROJECT: Metro Electrical Substation Improvements

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Project was completed in FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,673	12,518	155	0	0	0	0	0	155	0
Total	13,077	12,922	155	0	0	0	0	0	155	0
Federal-Aid	7,525	7,525	0	0	0	0	0	0	0	0

0474



PROJECT: Metro Interlocking Renewals

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

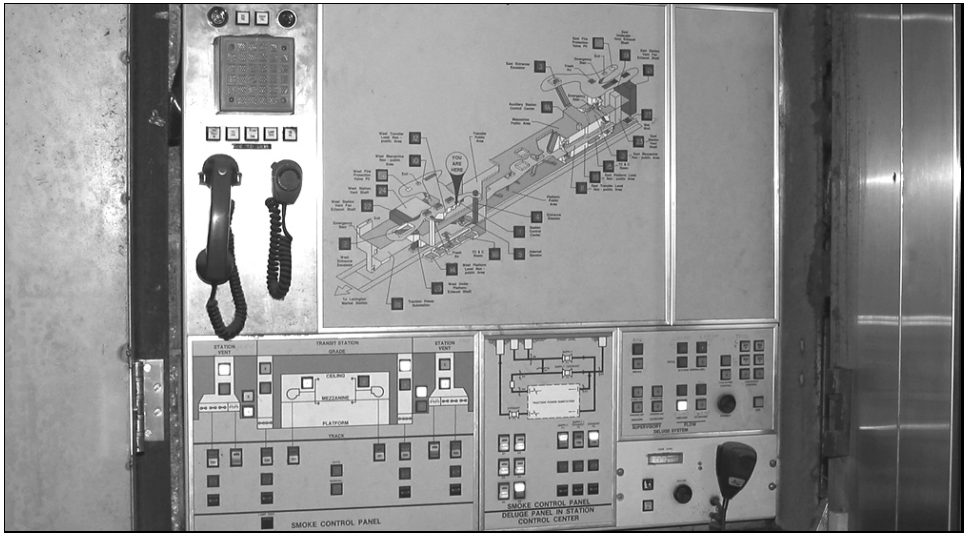
STATUS: Rogers Avenue interlocking was completed in FY 2012, with closeout activities in FY 2013. Engineering is underway for the Reisterstown Plaza West and Portal interlockings with major construction planned in FY 2015.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,891	1,698	763	430	0	0	0	0	1,193	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,518	2,990	103	5,000	425	0	0	0	5,528	0
Total	11,409	4,688	866	5,430	425	0	0	0	6,721	0
Federal-Aid	6,653	1,711	532	4,192	218	0	0	0	4,942	0

1223



PROJECT: Metro Fire and Security Management Systems

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

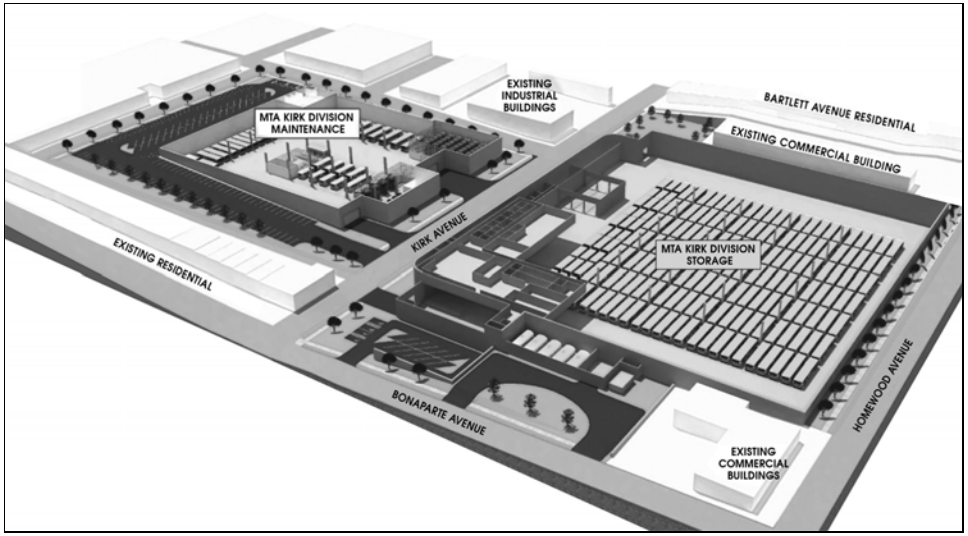
STATUS: Phase I, construction of the main fire and security management system is complete. Phase II, construction of a Digital Transmission System and integrating the system with the Central Control Center was substantially completed in FY 2013 with closing items to be completed in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	63,594	63,439	155	0	0	0	0	0	155	0
Total	68,280	68,125	155	0	0	0	0	0	155	0
Federal-Aid	47,267	47,267	0	0	0	0	0	0	0	0

0457



PROJECT: Kirk Bus Facility Replacement

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,337	3,337	0	0	0	0	0	0	0	0
Engineering	7,450	6,298	1,152	0	0	0	0	0	1,152	0
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0
Construction	126,305	0	18,902	33,223	47,180	20,000	7,000	0	126,305	0
Total	139,548	12,091	20,054	33,223	47,180	20,000	7,000	0	127,457	0
Federal-Aid	94,710	5,786	15,017	26,292	34,191	13,424	0	0	88,924	0

0705



PROJECT: Bus Procurement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased by $166.4M due to the addition of $45.0M for FY 2019, $2.0M to meet the fleet needs in FY 2018, and $119.0M in funding for a 5-year procurement.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	550	0	300	250	0	0	0	0	550	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	461,828	120,508	35,000	29,820	34,816	40,949	36,697	45,000	222,282	119,038
Total	462,378	120,508	35,300	30,070	34,816	40,949	36,697	45,000	222,832	119,038
Federal-Aid	271,977	96,453	27,641	24,056	27,852	32,759	28,891	34,325	175,524	0

1172, 1447



PROJECT: Bus Communications Systems Upgrade

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
CAD/AVL and Passenger Information Systems - Line 27

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

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

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

STATUS: Construction is scheduled to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,098	2,688	410	0	0	0	0	0	410	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,757	2,133	2,590	15,034	11,000	0	0	0	28,624	0
Total	33,855	4,821	3,000	15,034	11,000	0	0	0	29,034	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333



PROJECT: Bus New Main Shop

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project budget increased by $4.0M due to bids coming in higher than initial estimate.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	2,026	1,965	61	0	0	0	0	0	61	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,308	1	17,140	18,167	0	0	0	0	35,307	0
Total	37,432	2,064	17,201	18,167	0	0	0	0	35,368	0
Federal-Aid	28,221	0	13,688	14,533	0	0	0	0	28,221	0

1196



PROJECT: Mobility Vehicle Procurement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

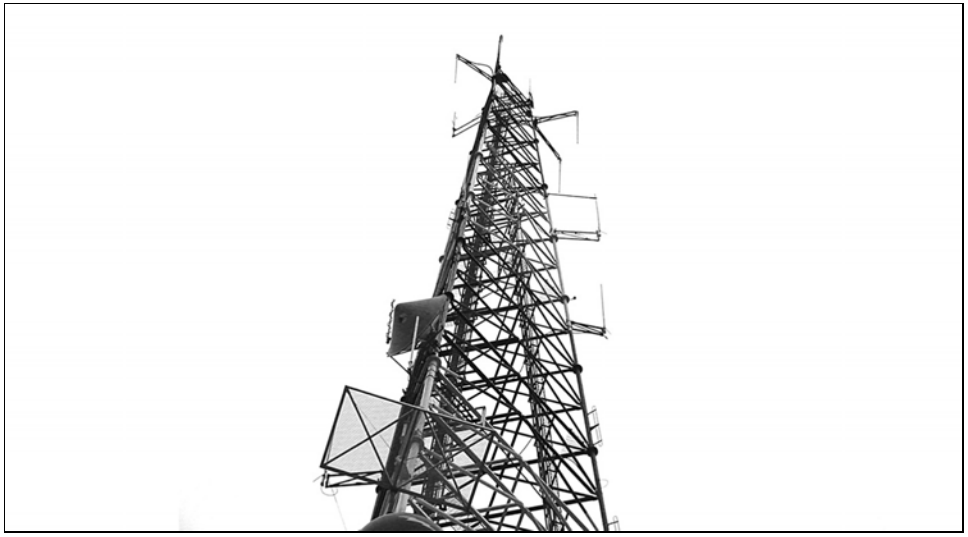
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased by $5.0M with the addition of funding in FY 2019.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	65,554	43,631	6,623	300	0	5,000	5,000	5,000	21,923	0
Total	65,554	43,631	6,623	300	0	5,000	5,000	5,000	21,923	0
Federal-Aid	30,021	17,590	431	0	0	4,000	4,000	4,000	12,431	0

0541



PROJECT: Trunked Radio Site Locations

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

Phase I - Mays Chapel, Westview, and TV Hill.
Phase II - Owings Mills Maryland Public Television Tower, Baltimore County Hickey Tower, and Jacobsville in Anne Arundel County.

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project provides enhanced and dependable radio coverage for MTA services.

STATUS: Both project phases are complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost decreased $1.0M due to being completed under budget.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	710	710	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,382	11,382	0	0	0	0	0	0	0	0
Total	12,092	12,092	0	0	0	0	0	0	0	0
Federal-Aid	4,390	4,390	0	0	0	0	0	0	0	0

0812



PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve the bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. The vehicle location systems will be used to provide real-time vehicle arrival information to patrons.

PURPOSE & NEED SUMMARY STATEMENT: The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real-time management and scheduling adherence as well as providing real-time information to patrons.

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Communications Systems Upgrade - Line 23

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

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

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

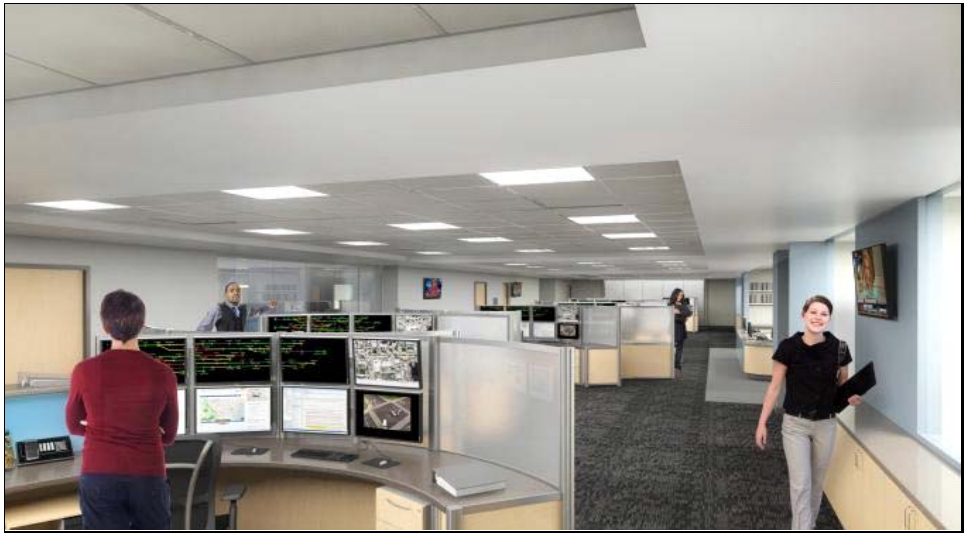
STATUS: Implementation of the CAD/AVL system is scheduled for completion in FY 2014. Real-time information will be available to patrons by the end of FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $1.5M to meet the contract costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	384	384	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,970	14,469	1,500	1,001	0	0	0	0	2,501	0
Total	17,354	14,853	1,500	1,001	0	0	0	0	2,501	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0

0813, 1418



PROJECT: Central Control Center

DESCRIPTION: Construct an expanded facility to integrate the operations of Bus, Metro, Light Rail and MARC control centers within an existing MTA building in downtown Baltimore. Facility improvements include air handling units and heating and cooling systems replacements.

PURPOSE & NEED SUMMARY STATEMENT: This project gives the MTA the ability to operate four modes from one location, while also replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limit disruptions, enhance passenger safety and improve service quality.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Information systems installation and facility renovations are underway and are expected to be completed in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,371	1,362	9	0	0	0	0	0	9	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,794	9,692	5,102	0	0	0	0	0	5,102	0
Total	16,165	11,054	5,111	0	0	0	0	0	5,111	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1282, 1381



PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities in four phases:

Phase I - 1 Light Rail and 10 Metro locations
Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
Phase III - 6 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
Phase IV - 7 Light Rail and 10 MARC Stations and 1 Metro location

PURPOSE & NEED SUMMARY STATEMENT: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a system wide threat vulnerability assessment.

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

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

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

ASSOCIATED IMPROVEMENTS:
Homeland Security - Line 11

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

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

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Phases I and II are complete. Construction of Phase III is underway and Phase IV will begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project budget increased by $2.7M to fully fund phase IV.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,637	23,193	2,693	751	0	0	0	0	3,444	0
Total	26,667	23,223	2,693	751	0	0	0	0	3,444	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0

1090



PROJECT: Southern Maryland Commuter Bus Initiative

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

PURPOSE & NEED SUMMARY STATEMENT: Southern Maryland is one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction of Charlotte Hall completed in FY 2013. Construction of Dunkirk is underway. Construction of Waldorf is scheduled to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Total Project cost reduced by $11.8M: Prince Frederick was removed due to completion in FY 2012 ($4.6M). Planning efforts for the New Market facility were unable to identify a suitable site, so that project has been removed ($1.9M). Funding has been reduced by an additional $3.9M to reflect construction bid savings.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,503	2,503	0	0	0	0	0	0	0	0
Engineering	2,526	2,476	50	0	0	0	0	0	50	0
Right-of-way	4,924	4,924	0	0	0	0	0	0	0	0
Construction	17,763	4,841	6,844	6,078	0	0	0	0	12,922	0
Total	27,716	14,744	6,894	6,078	0	0	0	0	12,972	0
Federal-Aid	22,096	10,839	6,286	4,971	0	0	0	0	11,257	0

1035, 1038, 1041



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

DESCRIPTION: Funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

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

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

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 33
Locally Operated Transit Systems - Line 51

STATUS: Funds are awarded based on an annual application cycle. Several projects, including the ARRA-funded vehicles and facilities for the Baltimore and Washington regions and Cecil County were completed in FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased $18.0M due to the addition of FY 19 ($12.7M). Transit Equipment project has been completed and removed. Allegany and Ocean City Replacement Buses have been added to the project due to receiving a State of Good Repair grant. Calvert County Transit Center Design has been added ($5.0M due to the Transportation Infrastructure Investment Act of 2013).

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	129	54	31	32	12	0	0	0	75	0
Engineering	32,986	21,628	1,608	2,050	3,050	1,550	1,550	1,550	11,358	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	249,443	160,408	18,551	14,826	22,192	11,309	10,984	11,173	89,035	0
Total	282,558	182,090	20,190	16,908	25,254	12,859	12,534	12,723	100,468	0
Federal-Aid	247,272	162,839	17,290	13,930	21,062	11,006	10,502	10,643	84,433	0

#8020, 8021, 8022, 8023, and 8024 are ARRA projects.

0045, 0211, 0217, 0218, 0826, 0878, 1184, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 1437, 1443, 8020, 8021, 8023, 8024



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

DESCRIPTION: Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities. The most common uses of funding include preventive maintenance, mobility management, and procurement of vehicles.

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

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems - Line 51

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased by $4.2M due to the addition of FY 2019.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	47,789	22,585	600	7,455	4,553	4,196	4,200	4,200	25,204	0
Total	47,789	22,585	600	7,455	4,553	4,196	4,200	4,200	25,204	0
Federal-Aid	38,495	18,304	480	5,964	3,642	3,356	3,389	3,360	20,191	0

0210



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement, preventive maintenance, and planning for the Montgomery County Rapid Transit System (RTS).

JUSTIFICATION: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system. The RTS will improve the quality of transit service and enhance connectivity throughout the county.

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

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 31
Corridor Cities Transitway (CCT) - Line 41

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,000	0	0	4,200	5,800	0	0	0	10,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	76,623	41,267	523	11,000	17,833	2,000	2,000	2,000	35,356	0
Total	86,623	41,267	523	15,200	23,633	2,000	2,000	2,000	45,356	0
Federal-Aid	22,694	2,805	0	8,800	9,191	1,600	265	33	19,889	0

0892, 0894, 1438, 1446

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased by $20.8M to address the addition of procurement of CNG Buses, the addition of the Bus Rapid Transit System Design additional funding provided by the Transportation Infrastructure Investment Act of 2013, and the addition of funding in FY 2019.



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

JUSTIFICATION: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:
None

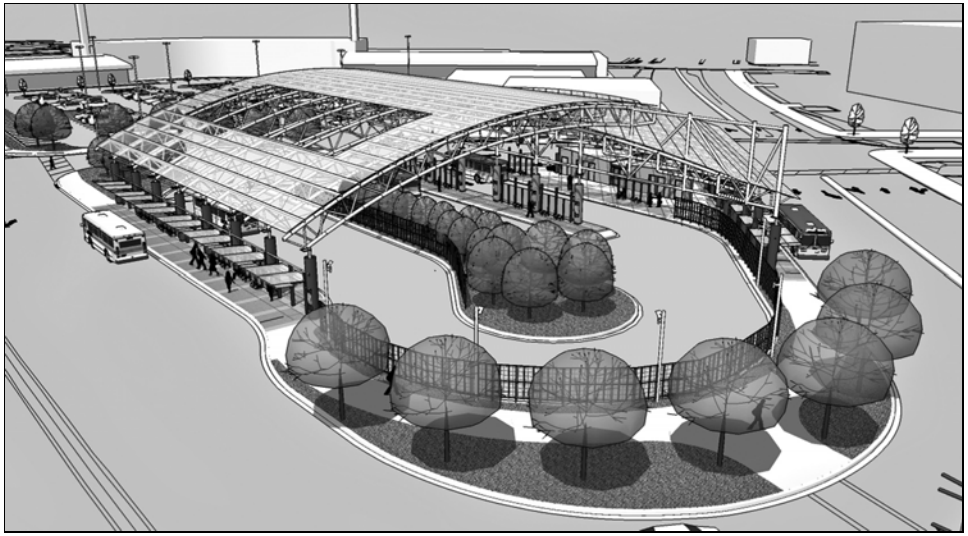
STATUS: FY 2015 funding will support improvements to bus stops throughout the county.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,989	10,989	0	2,000	500	500	500	500	4,000	0
Total	14,989	10,989	0	2,000	500	500	500	500	4,000	0
Federal-Aid	7,326	4,126	0	1,600	400	400	400	400	3,200	0

0893, 1430



PROJECT: Takoma/Langley Park Transit Center (ARRA)

DESCRIPTION: Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

PURPOSE & NEED SUMMARY STATEMENT: This area is the busiest transit transfer point, outside a rail station, in the region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

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

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

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 40

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

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

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

STATUS: Construction is underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	3,019	3,019	0	0	0	0	0	0	0	0
Right-of-way	13,575	12,724	851	0	0	0	0	0	851	0
Construction	17,700	0	6,000	9,000	2,700	0	0	0	17,700	0
Total	34,770	16,219	6,851	9,000	2,700	0	0	0	18,551	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

Non-federal costs of $12.31 million are being funded by Montgomery County ($2.5 million), WMATA ($7.31 million) and Prince George's County ($2.5 million). Metropolitan Washington Council of Government's ARRA grant provides an additional $11.8m.

1164

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project funding increased by $3.8M to reflect the construction bid award.



PROJECT: Central Maryland Transit Maintenance Facility

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

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

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Design is underway with construction scheduled to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project budget increased by $2.0M due to additional funding provided by Howard County.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,226	997	229	0	0	0	0	0	229	0
Right-of-way	3,014	3,002	12	0	0	0	0	0	12	0
Construction	6,595	0	1,000	5,595	0	0	0	0	6,595	0
Total	10,835	3,999	1,241	5,595	0	0	0	0	6,836	0
Federal-Aid	6,466	2,535	993	2,938	0	0	0	0	3,931	0

A $5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.

1273



PROJECT: Replacement of Fare Collection Equipment and Smart Card Implementation

DESCRIPTION: Replace existing fare collection equipment on core Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of Smart Card technology and credit card readers on the rail systems.

PURPOSE & NEED SUMMARY STATEMENT: The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability. The Smart Card technology will allow faster passenger loading on bus and rail, and more accurate ridership numbers.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project provides state-of-the-art fare collection and seamless fare payment in the Baltimore and Washington area transit systems.

STATUS: Development of additional payment capabilities is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost decreased $10.8M due to the completion and removal of the Smart Card Implementation project and Bus Fare Collection Equipment Replacement project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	0	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,834	63,986	1,933	1,915	0	0	0	0	3,848	0
Total	67,874	63,986	1,973	1,915	0	0	0	0	3,888	0
Federal-Aid	3,808	3,808	0	0	0	0	0	0	0	0

0884, 1062, 1429



PROJECT: Agencywide Roof Replacement Program

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

JUSTIFICATION: Repairs are needed to stop leaks, increase energy efficiency and extend service life.

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

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

ASSOCIATED IMPROVEMENTS:
None.

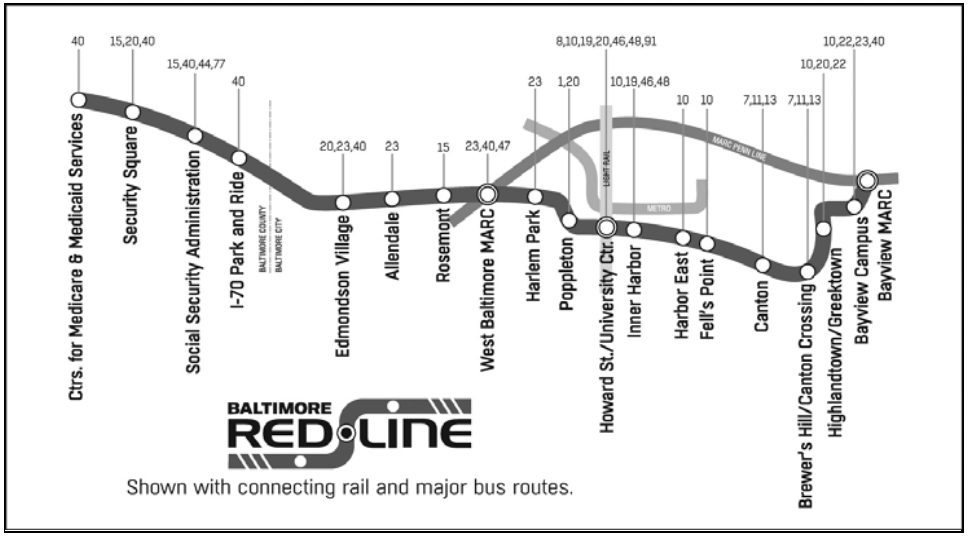
STATUS: Light Rail North Avenue complex roof repairs scheduled to begin in FY 14. Design is underway for Metro roof replacements.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The program cost decreased $6.1M due to the completion and removal of the ARRA project Washington Blvd. Bus Maintenance facility roof.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,261	1,446	846	419	350	100	100	0	1,815	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,184	4,147	1,433	3,929	1,725	3,325	2,125	2,500	15,037	0
Total	22,445	5,593	2,279	4,348	2,075	3,425	2,225	2,500	16,852	0
Federal-Aid	7,668	2,367	163	3,478	1,660	0	0	0	5,301	0

0300



PROJECT: Baltimore Red Line

DESCRIPTION: The Baltimore Red Line is a 14-mile double-track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The line will include direct connections to the existing Metro Subway and Light Rail lines and the MARC Train Penn Line. The project includes track, two tunnels, stations, railcars and an operations and maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: The Red Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing rail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC West Baltimore Station Parking Expansion - Line 9

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

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

EXPLANATION: The Red Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses.

STATUS: Preliminary engineering and right of way acquisition underway. Pending federal approval, final design to begin during current year.

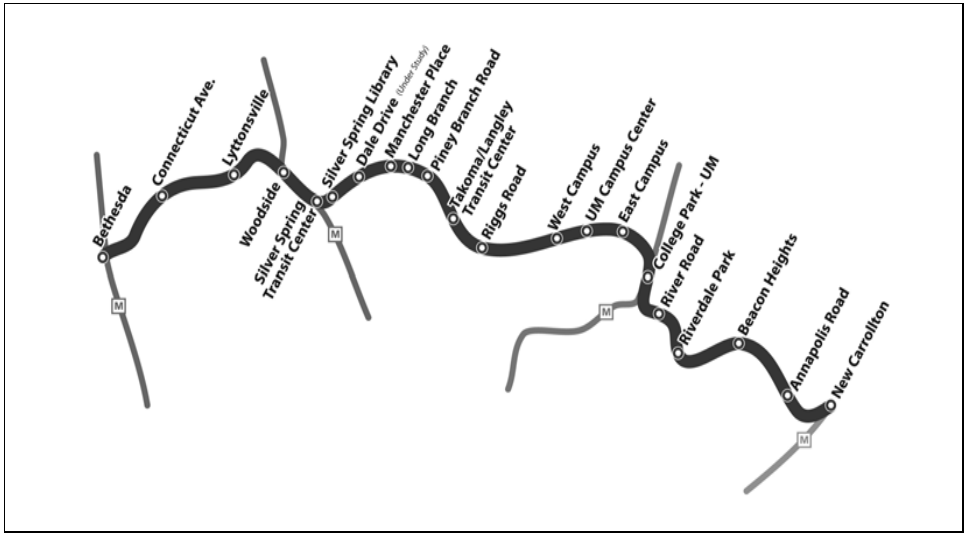
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Funding increased $2.2B due to the Transportation Infrastructure Investment Act of 2013. Advancement to construction assumes $900.0M in federal funding, $250.0M in regional contributions, and private investment through a public-private partnership for railcars, systems, and a maintenance facility. Project moved from D&E to Construction.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	60,806	60,806	0	0	0	0	0	0	0	0
Engineering	252,159	95,008	52,428	40,297	37,986	14,482	11,958	0	157,151	0
Right-of-way	64,679	67	9,071	40,705	10,459	4,377	0	0	64,612	0
Construction	2,054,459	0	0	9,900	24,685	201,772	530,792	561,055	1,328,204	726,255
Total	2,432,103	155,881	61,499	90,902	73,130	220,631	542,750	561,055	1,549,967	726,255
Federal-Aid	921,790	21,776	22,962	32,238	44,807	100,000	191,955	393,732	785,694	114,320

Note: Balance to complete does not include concessionaire availability payments.
0862



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double-track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

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

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

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center -- Line 7
Takoma/Langley Park Transit Center -- Line 35

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses.

STATUS: Preliminary engineering underway. Solicitation process to select concessionaire to design, build, finance, operate and maintain to begin during current year.

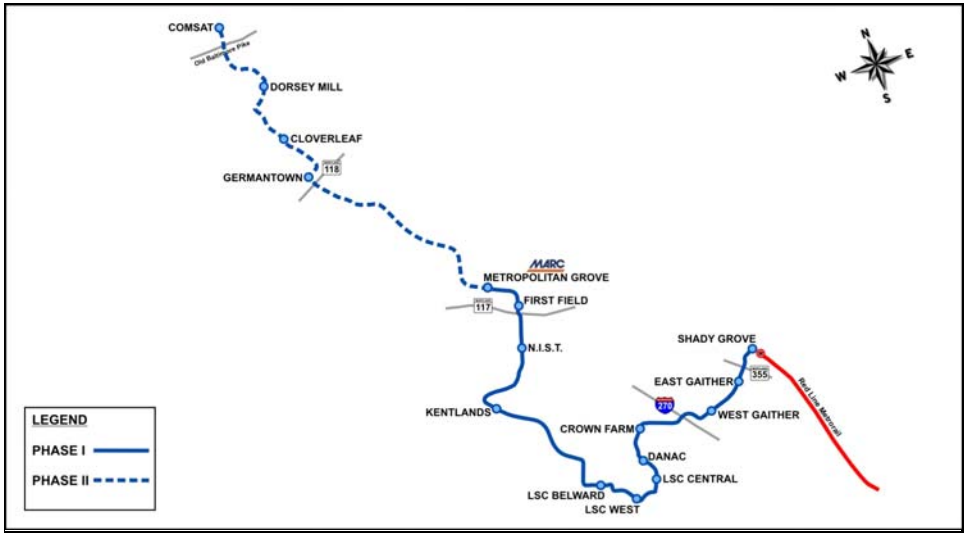
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Funding increased $1.4B due to the Transportation Infrastructure Investment Act of 2013. Advancement to construction assumes $900.0M in federal funding, $220.0M in regional contributions, and private investment through a public-private partnership to design, build, finance, operate, and maintain the entire project. Project moved from D&E to Construction.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	128,838	85,176	43,662	0	0	0	0	0	43,662	0
Right-of-way	218,212	17	19,229	102,365	96,601	0	0	0	218,195	0
Construction	1,227,886	0	0	56,512	193,631	238,000	238,000	239,743	965,886	262,000
Total	1,627,943	138,200	62,891	158,877	290,232	238,000	238,000	239,743	1,227,743	262,000
Federal-Aid	927,432	27,432	0	15,000	100,000	100,000	100,000	100,000	415,000	485,000

Note: Balance to complete does not include concessionaire availability payments.
1042



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The Corridor Cities Transitway (CCT) is a 16-mile bus rapid transit system between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The system would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

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

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 33
SHA-M-1 - I-270/Watkins Mill Road Extended
SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
SHA-F-9 - MD 85 (D&E)

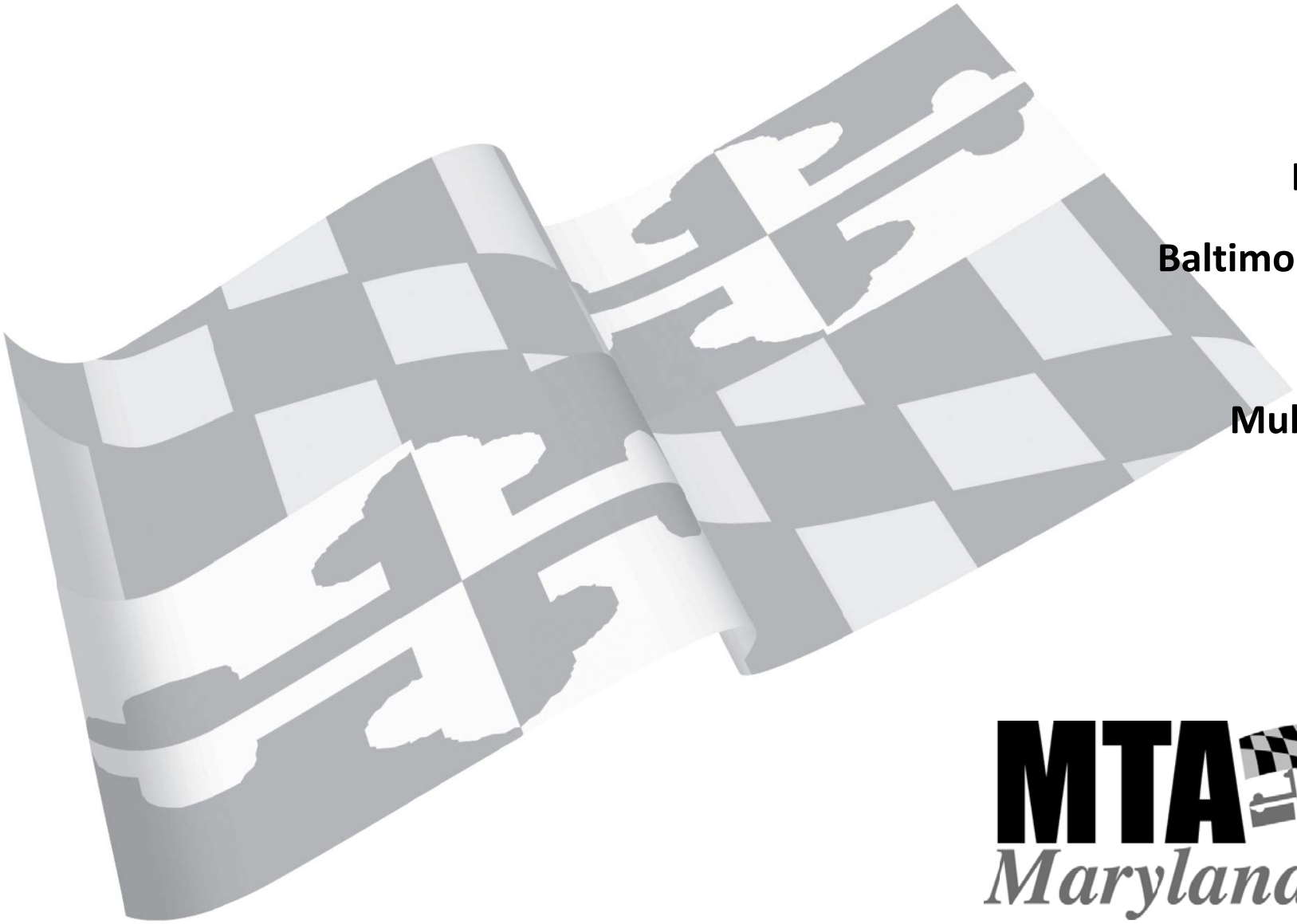
STATUS: Preliminary engineering for Phase 1 expected to begin during current year. Phase 2 activities include updates to natural resource inventories, station area planning, and development tracking.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Funding increased $205.6M due to the Transportation Infrastructure Investment Act of 2013. Advancement to construction would require additional federal or regional funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	45,811	15,571	10,240	10,000	10,000	0	0	0	30,240	0
Engineering	35,000	0	0	0	10,000	15,000	6,000	4,000	35,000	0
Right-of-way	35,000	0	0	0	0	20,000	15,000	0	35,000	0
Construction	125,000	0	0	0	0	0	0	0	0	125,000
Total	240,811	15,571	10,240	10,000	20,000	35,000	21,000	4,000	100,240	125,000
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0

1108



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MTA Maryland

MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: MARC Growth and Investment Plan

DESCRIPTION: The MARC Growth and Investment Plan project includes environmental and preliminary engineering for nine miles of 4th track between Odenton and Halethorpe, a crossover bridge interlocking, and a new platform and station building at BWI Rail station. Project also includes the planning and design of new stations at Bayview and West Baltimore.

JUSTIFICATION: MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Maintenance, Layover & Storage Facilities - Line 1
MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
MARC BWI Rail Station Upgrades & Repairs - Line 10

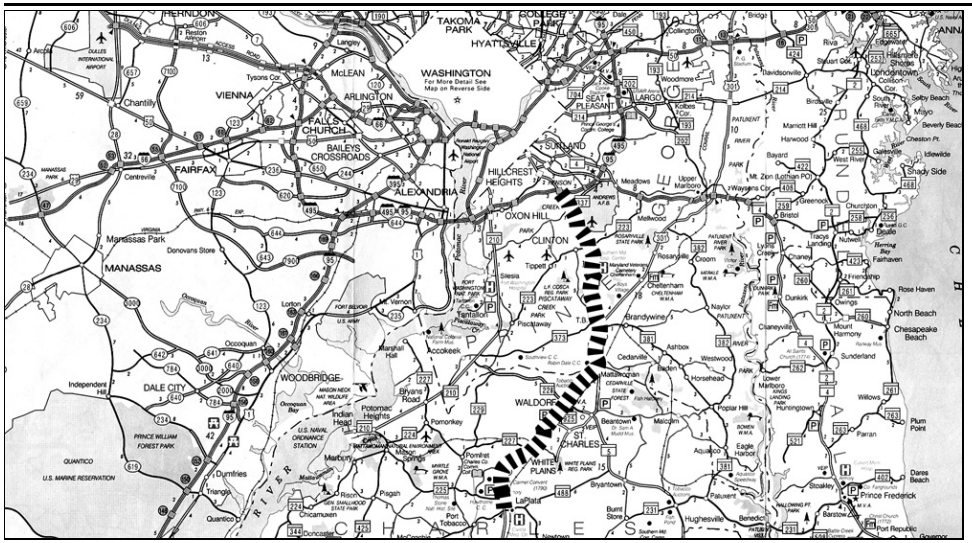
STATUS: Planning and Engineering underway for BWI improvement Projects. The MARC Growth and Investment Plan is being updated in FY 2014. Bayview and West Baltimore station planning and design ongoing in FY 2014.

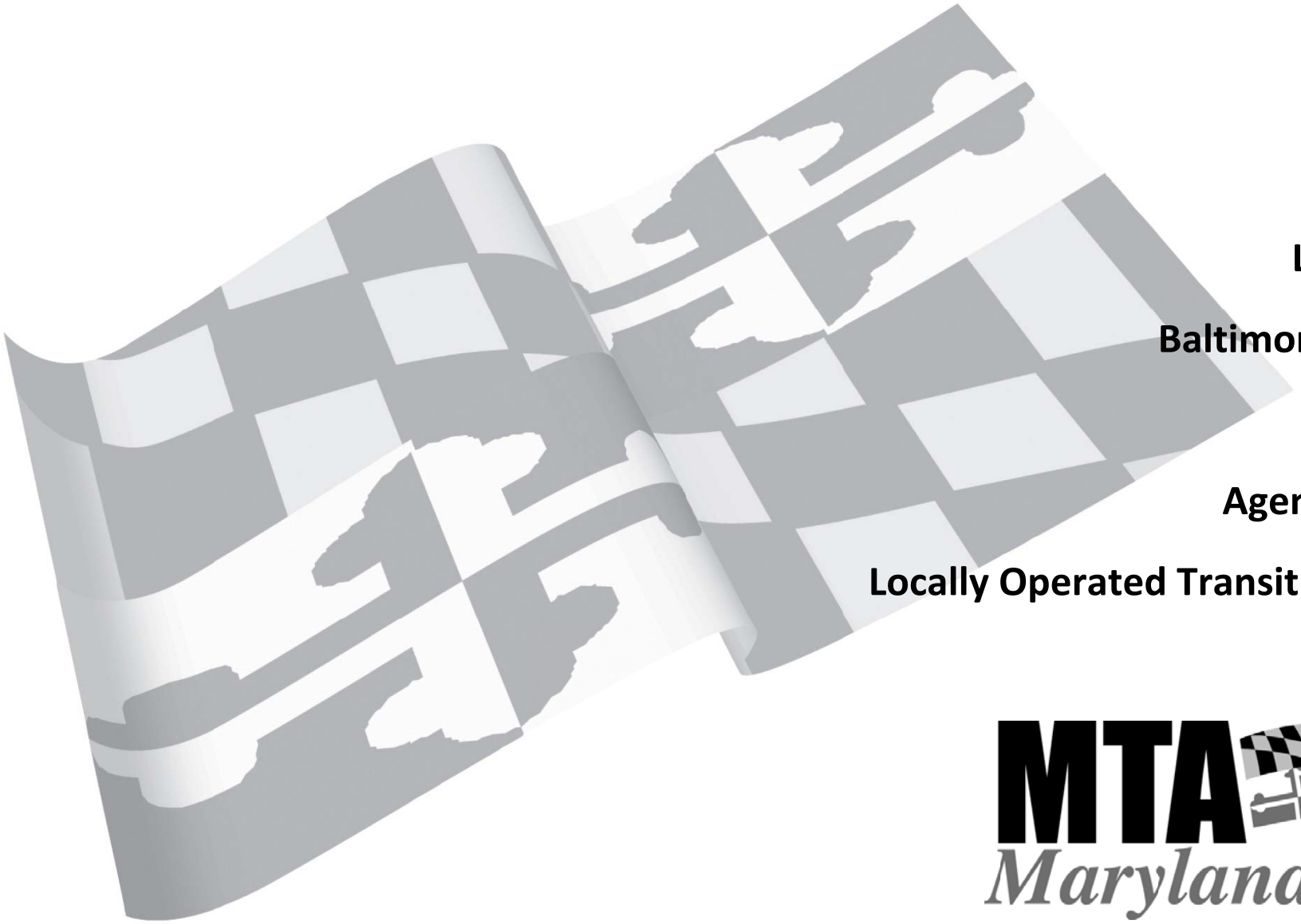
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project cost increased by $5.6M with the addition of the Bayview and West Baltimore station projects.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,273	5,234	1,039	0	0	0	0	0	1,039	0
Engineering	9,669	6,497	1,167	2,005	0	0	0	0	3,172	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,942	11,731	2,206	2,005	0	0	0	0	4,211	0
Federal-Aid	10,569	9,826	160	583	0	0	0	0	743	0

1209, 1290, 1292, 8031


HERNDON
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
WASHINGTON
For More Detail See Map on Reverse Side
McLEAN
VIENNA
ARLINGTON
FALLS CHURCH
BAILEYS CROSSROADS
SEAT PLEASANT
LARGO
SUITLAND
HILLCREST HEIGHTS
FAIRFAX
ALEXANDRIA
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
Rose Haven
North Beach
Chesapeake Beach
Plum Point
Prince Frederick
Port Republic
QUANTICO
U.S. MARINE RESERVATION
PRINCE WILLIAM FOREST PARK
Dumfries
Triangle
Quantico
Port Tobacco
Bryantown
Hughesville
Benedict
Barstow
Sunderland
Mount Harmony
Lower Marlboro
Willows
Parran
Eagle Harbor
Aquasco
Mattawoman
Brandywine
Cedarville
Ashbox
Westwood
Horsehead
Poplar Hill
Melcom
Beantown
Pomonkey
Indian Head
Potomac Heights
Bryans Road
Accokeek
Piscataway
Tippett
Oxon Hill
Woodmore
Marlton
Upper Marlboro
Mt. Zion
Bayard
Harwood
Marriott Hill
Davidsonville
Riva
Lothian
Shady Side
Idlewide
Galesville
Deale
Selby Beach
Miyo
Beverly Beach
Cheston Pr.
Greenock
Bristol
Nutwell
Lyons Creek
Dunkirk
Owings
Huntingtown
Fairhaven
Deale
Tracys Landing
Parkers Creek
Chaneyville
Sunderland
Lower Marlboro
Hunting Creek
Plum Point



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA Maryland

MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2013 COMPLETIONS		
1	Capital Beltway South Side Transit Study D&E (1420)	625	Complete
2	Northern District Police Facility Relocation (1324)	9,648	Complete
3	Commuter Bus Retrofits (1375)	671	Complete
4	Engineering Management System (1204)	1,848	Complete
	AGENCYWIDE IMPROVEMENTS -- FY 2014 AND 2015		
5	Bethesda Metro Entrance D&E (1269)	5,000	Underway
6	Howard Street Revitalization (1207)	5,774	Underway
7	MAXIMO (1168)	7,266	Underway
8	Transit Info Center Telephone Systems Update (1395)	1,683	Underway
9	Police Dispatch CAD Records Management (1393)	2,125	Underway
10	Station Signage Improvements (0843)	3,955	Underway
11	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	2,354	Ongoing
12	Parking Lot Inspection & Repaving (0470)	275	Ongoing
13	Environmental Compliance (1149)	3,363	Ongoing
14	Communications Systems Upgrades & Support (1367)	990	Ongoing
15	Wicomico Demolition and Hazmat Abatement	50	Ongoing
16	Information Technology Preservation Fund (1396)	661	Ongoing
17	Guaranteed Ride Home (1419)	82	Ongoing
18	Safety and Infrastructure Improvements (1070)	1,029	Ongoing
19	Capital Program Support Fund (1239)	3,173	Ongoing
20	Engineering Standards (0221)	216	Ongoing
21	Miscellaneous Planning Studies (0510)	1,315	Ongoing
22	Access Control (1213)	416	Ongoing
23	Rail Purchase (0660)	3,587	Ongoing
24	New IT Equipment (1103)	575	Ongoing
25	Owner-Controlled Insurance Program (0832)	1,617	Ongoing
26	ADA Compliance (0266)	315	Ongoing
27	Non-Revenue Vehicles (1079)	769	Ongoing

MARYLAND TRANSIT ADMINISTRATION - LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2014 AND 2015 (cont'd)		
28	Fare Collection Equipment Preservation (1329, 1359)	1,039	Ongoing
29	Telephone Communications Systems (0493)	369	Ongoing
30	Transit Oriented Design Fund (1190)	200	Ongoing
31	Police Radios (1439)	3,350	FY 2014
32	Asset Management (1435)	500	FY 2014
33	Video & Security Interoperability D&E (1372)	150	FY 2014
34	Union Payroll System Procurement (1441)	1,400	FY 2015
35	Howard County Bus Rapid Transit System D&E (1442)	500	FY 2015

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2013 COMPLETIONS		
1	Washington Boulevard Building Improvements (1247)	6,242	Complete
2	Diesel Engine Replacements (1424)	3,055	Complete
	BUS SYSTEM IMPROVEMENTS -- FY 2014 AND 2015		
3	Systemwide Improvements and Rehabilitation (1148)	627	Underway
4	Wireless LAN D&E (1210)	1,218	Underway
5	Hybrid Battery Replacement (1436)	1,003	Underway
6	Facilities Rehabilitation (0193)	1,932	Underway
7	Facilities Maintenance and Equipment Fund (1096)	2,215	Underway
8	Washington Blvd Master Plan D&E (1073)	2,031	Underway
9	Rolling Stock Preservation Fund (0554)	1,579	Ongoing
10	Wash Replacement (1421)	1,360	FY 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FREIGHT IMPROVEMENTS -- FY 2014 AND 2015		
1	Freight/LTR Rail Abandonment (1100)	276	Underway
2	Capital Improvement Program (0590)	2,606	Ongoing
3	Grade Crossing Rehabilitation Fund (0212)	2,852	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2013 COMPLETIONS		
1	Yard Switches Upgrade-Manual to Electric (ARRA) (8028)	4,126	Complete
2	North Avenue Yard Improvements D&E (1140)	617	Complete
3	Substation Installations (ARRA) (0341)	4,912	Complete
	LIGHT RAIL IMPROVEMENTS -- FY 2014 AND 2015		
4	Light Rail Vehicle Cameras D&E (1211)	244	Underway
5	North Ave Route Push Button System (0451)	4,309	Underway
6	Electrical Box Replacement (1187)	1,831	Underway
7	Howard Street Safety Improvements (0489)	1,195	Underway
8	Refurbish North Ave Carwash (1188)	1,023	Underway
9	PA/LED Signs Replacement (1294)	2,729	Underway
10	Railroad Worker Protection Equipment (1364)	100	Ongoing
11	Catenary Preservation Fund (1254)	1,053	Ongoing
12	Grade Crossing Repair (1048)	2,993	Ongoing
13	Rail Installation (0797)	608	Ongoing
14	Bridge Preservation (0248)	924	Ongoing
15	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,202	Ongoing
16	Drainage Improvements (0856)	1,010	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MOBILITY IMPROVEMENTS -- FY 2014 AND 2015		
1	Traveling Trainer Program (JARC) (1427)	336	Ongoing
2	Traveling Trainer Program (New Freedom) (1428)	388	Ongoing
3	Miscellaneous Improvements Fund (1166)	2,135	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2013 COMPLETIONS		
1	Aberdeen Station Parking Expansion (1298)	567	Complete
2	Public Address System (ARRA) (8011)	7,997	Complete
	MARC IMPROVEMENTS -- FY 2014 AND 2015		
3	PA/LED Signs (0430)	9,303	Underway
4	Procure Riverside Maintenance Facility from CSX D&E (1177)	129	Underway
5	Martin State Airport Improvements (1217)	4,050	Underway
6	System Preservation Fund (0634)	1,244	Ongoing
7	Miscellaneous Facility Improvements and Rehabilitation (0199)	600	Ongoing
8	Parking Lot Improvements (1006)	1,015	Ongoing
9	Structural Inspection D&E (1376)	301	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2014 AND 2015		
1	CCTV Wireless Infrastructure (1293)	261	Underway
2	Third Rail Cover Board (1425)	2,342	Underway
3	PA/LED Signs (1295)	3,474	Underway
4	Station Emergency Telephones (1288)	2,818	Underway
5	Rail Fastener and Bolt Replacement (0455)	8,987	Underway
6	Miscellaneous System Preservation Improvements (0179, 1186)	2,625	Ongoing
7	Rail Installation Program (0868)	626	Ongoing
8	Train Control Systems (0840)	972	Ongoing
9	Bridge & Elevated Structures Rehabilitation Fund (0239)	2,523	Ongoing
10	Tunnel Structural Repairs (0529)	1,231	Ongoing
11	Owings Mills Platform Rehabilitation (1413)	2,815	FY 2015

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2013 COMPLETIONS		
1	2 AC Units	7	Complete
2	Compact Floor Machine	2	Complete
3	Copier/Fax	10	Complete
4	Emergency Generator	23	Complete
5	Fuel Provision	70	Complete
6	Tire Changer	5	Complete
	ALLEGANY COUNTY FY 2014 AND 2015		
7	Preventive Maintenance	181	Ongoing
8	2 Small Buses	130	FY 2014
9	4 On-Vehicle Cameras	7	FY 2014
10	4 Small Replacement Buses	660	FY 2014
11	Heavy Duty Bus Lift	30	FY 2014
12	Preventive Maintenance	321	FY 2014
	ANNAPOLIS FY 2013 COMPLETIONS		
13	1 Support Vehicle	25	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ANNAPOLIS FY 2014 AND 2015		
14	Preventive Maintenance	5	Ongoing
15	1 Support Vehicle	25	FY 2014
16	40 Bus Stop Shelters	200	FY 2014
17	5 Radios	4	FY 2014
18	Bike Racks	14	FY 2014
19	Bus Stop Lighting and Signs	220	FY 2014
20	Bus Wash Rehabilitation	261	FY 2014
21	Electronic Farebox System	300	FY 2014
22	Facility Cameras & Lighting	56	FY 2014
23	Facility HVAC Rehabilitation	90	FY 2014
24	Gillig Software	6	FY 2014
25	Hybrid Bus Test Equipment	15	FY 2014
26	Maintenance Shop Rehabilitation	50	FY 2014
27	Operations Control Center	50	FY 2014
28	Preventive Maintenance	180	FY 2014
29	Support Vehicle	70	FY 2014
30	Surveillance Cameras	221	FY 2014
31	Tech Assistance	20	FY 2014
32	Tire Storage Facility	152	FY 2014
33	Vehicle Farebox	1	FY 2014
	ANNE ARUNDEL COUNTY FY 2013 COMPLETIONS		
34	See Annapolis for Projects		
	ANNE ARUNDEL COUNTY FY 2014 AND 2015		
35	See Annapolis for Projects		
36	Ridesharing	193	Ongoing
	BALTIMORE CITY FY 2014 AND 2015		
37	Ridesharing	80	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	BALTIMORE COUNTY FY 2014 AND 2015		
38	Ridesharing	170	Ongoing
	CALVERT COUNTY FY 2013 COMPLETIONS		
39	1 Replacement Van	50	Complete
	CALVERT COUNTY FY 2014 AND 2015		
40	Preventive Maintenance	62	Ongoing
41	Ridesharing	9	Ongoing
42	1 Supervisory Vehicle	30	FY 2014
43	2 Small Buses	115	FY 2014
44	4 Medium Replacement Buses	633	FY 2014
45	Electronic Fareboxes	115	FY 2014
46	Electronic Fareboxes	65	FY 2014
47	In-Vehicle Camera System	50	FY 2014
48	Radio System and Radios	24	FY 2014
49	2 Electronic Fareboxes	30	FY 2015
50	2 Fleet Radios	5	FY 2015
51	2 Small Buses	118	FY 2015
52	Dispatch Software	32	FY 2015
	CAROLINE COUNTY FY 2013 COMPLETIONS		
53	1 Medium Bus	116	Complete
54	2 Strobe Lights	1	Complete
55	4 Radios	13	Complete
56	Replacement Bus Cameras	10	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CAROLINE COUNTY FY 2014 AND 2015		
57	1 Small Bus	61	FY 2014
58	Block Heater Outlet	11	FY 2014
59	Denton Parking Bus Shelter	9	FY 2014
60	Preventive Maintenance	97	FY 2014
61	2 Medium Replacement Buses	223	FY 2015
	CARROLL COUNTY FY 2013 COMPLETIONS		
62	Bus Equipment Branding (ARRA)	50	Complete
63	Fuel Provision	129	Complete
	CARROLL COUNTY FY 2014 AND 2015		
64	Preventive Maintenance	70	Ongoing
65	2 Small Expansion Buses	120	FY 2014
66	2 Small Replacement Buses	120	FY 2014
67	Preventive Maintenance	200	FY 2014
68	2 Small Expansion Buses	122	FY 2015
69	2 Small Replacement Buses	122	FY 2015
	CECIL COUNTY FY 2013 COMPLETIONS		
70	11 Surveillance Cameras	30	Complete
71	4 Bike Racks	6	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CECIL COUNTY FY 2014 AND 2015		
72	Preventive Maintenance	55	Ongoing
73	2 Bus Wraps	5	FY 2014
74	2 Small Buses	146	FY 2014
75	5 Fareboxes	4	FY 2014
76	5 Passenger Counters	1	FY 2014
77	Bus Shelters	68	FY 2014
78	NextBus Passenger Info System	64	FY 2014
79	North Bus Canopy Expansion	90	FY 2014
80	Preventive Maintenance	104	FY 2014
81	Route Match System	53	FY 2014
82	1 Medium Expansion Bus	226	FY 2015
83	2 Bus Wraps	16	FY 2015
84	2 Medium Replacement Buses	451	FY 2015
	CHARLES COUNTY FY 2013 COMPLETIONS		
85	Fuel Provision	224	Complete
86	Maintenance Facility Feasibility Study	55	Complete
87	Preventive Maintenance (ARRA)	410	Complete
	CHARLES COUNTY FY 2014 AND 2015		
88	Preventive Maintenance	8	Ongoing
89	7 Small Buses	395	FY 2014
90	Bus Stop Signs	8	FY 2014
91	County VanGo Transfer Facility	477	FY 2014
92	P&R Facility Improvements	232	FY 2014
93	Preventive Maintenance	227	FY 2014
94	Rt 301 P&R Improvements	232	FY 2014
95	Transit Facility Feasibility Study	300	FY 2014
96	2 Small Replacement Buses	105	FY 2015

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	DORCHESTER COUNTY FY 2013 COMPLETIONS		
97	1 Medium Replacement Bus	140	Complete
98	1 Medium Replacement Bus	113	Complete
99	4 Radios	12	Complete
100	Bus Facility Camera System	135	Complete
101	Preventive Maintenance	35	Complete
	DORCHESTER COUNTY FY 2014 AND 2015		
102	1 Minivan	25	FY 2013
103	10 AVL Units	42	FY 2013
104	Cambridge Parking Lot Upgrade	18	FY 2014
105	Maintenance Shop Expansion	526	FY 2014
106	Preventive Maintenance	60	FY 2014
107	Senior Transit Facility	116	FY 2014
108	Tire Changer/Balancer	32	FY 2014
109	Vehicle Lift	8	FY 2014
110	2 Small Buses	137	FY 2015
	FREDERICK COUNTY FY 2013 COMPLETIONS		
111	2 Bus Engines	70	Complete
112	Fuel Provision	379	Complete
113	Parking Lot Cameras	17	Complete
	FREDERICK COUNTY FY 2014 AND 2015		
114	Preventive Maintenance	200	Ongoing
115	Ridesharing	123	Ongoing
116	Preventive Maintenance (5307)	600	FY 2014
117	Preventive Maintenance (5311)	70	FY 2014
118	3 Small Buses	194	FY 2015

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	GARRETT COUNTY FY 2013 COMPLETIONS		
119	1 Support Vehicle	38	Complete
120	2 Minivans	83	Complete
121	Preventive Maintenance	181	Complete
122	Shah Software	20	Complete
	GARRETT COUNTY FY 2014 AND 2015		
123	2 Small Buses	103	FY 2014
124	Preventive Maintenance	191	FY 2014
125	1 Small Bus	50	FY 2015
	HARFORD COUNTY FY 2013 COMPLETIONS		
126	12 Medium Expansion Buses (ARRA)	4,210	Complete
127	Fuel Provision	162	Complete
	HARFORD COUNTY FY 2014 AND 2015		
128	Preventive Maintenance	63	Ongoing
129	Ridesharing	88	Ongoing
130	1 Medium Bus	198	FY 2014
131	Bus Shelters	130	FY 2014
132	Bus Stop Info Signs	15	FY 2014
133	Bus Wash Renovation	55	FY 2014
134	Garage Door Repair	30	FY 2014
135	Maintenance Equipment	17	FY 2014
136	Non-Revenue Vehicle	28	FY 2014
137	Preventive Maintenance	57	FY 2014
138	Training PCs, AudioVisual Training Equipment & Software	10	FY 2014
	HOWARD COUNTY FY 2013 COMPLETIONS		
139	Bus Painting (ARRA)	61	Complete
140	Bus Stop Amenities (ARRA)	100	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HOWARD COUNTY FY 2014 AND 2015		
141	Preventive Maintenance	31	Ongoing
142	Ridesharing	130	Ongoing
143	3 Medium Hybrid & 1 Small Hybrid Bus	830	FY 2014
144	4 Hybrid Sedans	100	FY 2014
145	Bus IT Package	78	FY 2014
146	Bus Shelters	50	FY 2014
147	Central Maryland Operations Facility	750	FY 2014
148	Communication System	150	FY 2014
149	Preventive Maintenance	200	FY 2014
150	Voucher Card System	179	FY 2014
	KENT COUNTY		
151	See Caroline County for Projects		
	MONTGOMERY COUNTY FY 2014 AND 2015		
152	Ridesharing	372	Ongoing
153	5 Medium Replacement Buses	2,288	FY 2015
	OCEAN CITY FY 2013 COMPLETIONS		
154	Bus Lifts	250	Complete
155	Bus Spare Parts	75	Complete
156	Capital Maintenance Equipment	75	Complete
157	Preventive Maintenance	500	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	OCEAN CITY FY 2014 AND 2015		
158	3 Heavy Duty Replacement Buses	1,408	Underway
159	6 Heavy Duty Replacement Buses State of Good Repair	2,500	FY 2014
160	Bus Barn Fire Suppression	15	FY 2014
161	Bus Barn Roof Repairs	125	FY 2014
162	Park & Ride Decking	100	FY 2014
163	Passenger Shelters and Parts	30	FY 2014
164	Preventive Maintenance	600	FY 2014
165	Transit Facility & Bus Barn D&E	1,250	FY 2014
166	3 Large Replacement Buses	1,362	FY 2015
	PRINCE GEORGE'S COUNTY FY 2014 AND 2015		
167	Ridesharing	269	Ongoing
	QUEEN ANNE'S COUNTY FY 2013 COMPLETIONS		
168	Preventive Maintenance	35	Complete
169	Shop Tools	14	Complete
170	Tires	9	Complete
	QUEEN ANNE'S COUNTY FY 2014 AND 2015		
171	Bus Cameras	35	FY 2014
172	Bus Wash Facility Renovation	70	FY 2014
173	Preventive Maintenance	30	FY 2014
174	Tires	10	FY 2014
	ST MARY'S COUNTY FY 2013 COMPLETIONS		
175	2 Wheelchair Tie-downs	6	Complete
176	Bike Racks	3	Complete
177	Preventive Maintenance	35	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2014 AND 2015		
178	Bus Barn Construction	845	Underway
179	1 Small Bus	47	FY 2014
180	2 Medium Replacement Buses	233	FY 2014
181	24 Bus Cameras	45	FY 2014
182	Brake Lathe	14	FY 2014
183	New Bus Shelter-California P&R	12	FY 2014
184	Preventive Maintenance	50	FY 2014
	SOMERSET COUNTY FY 2013 COMPLETIONS		
185	See Tri-County Council for the Lower Eastern Shore Projects		
	SOMERSET COUNTY FY 2014 AND 2015		
186	See Tri-County Council for the Lower Eastern Shore Projects		
	TALBOT COUNTY FY 2013 COMPLETIONS		
187	See Caroline County for Projects		
	TALBOT COUNTY FY 2014 AND 2015		
188	See Caroline County for Projects		
	WASHINGTON COUNTY FY 2013 COMPLETIONS		
189	Fuel Provision	126	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2014 AND 2015		
190	Farebox Equipment	40	Underway
191	On-Board Surveillance Cameras	80	Underway
192	Preventive Maintenance	58	Ongoing
193	1 Replacement Laptop	3	FY 2014
194	1 Small Bus	51	FY 2014
195	Mobile Data Computers	35	FY 2014
196	On-Vehicle Video Surveillance	82	FY 2014
197	Passenger Shelter Installs	50	FY 2014
198	Preventive Maintenance	150	FY 2014
	WICOMICO COUNTY FY 2013 COMPLETIONS		
199	See Tri-County Council for the Lower Eastern Shore for Projects		
	WICOMICO COUNTY FY 2014 AND 2015		
200	See Tri-County Council for the Lower Eastern Shore for Projects		
	WORCESTER COUNTY FY 2013 COMPLETIONS		
201	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
	WORCESTER COUNTY FY 2014 AND 2015		
202	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
	CENTRAL MD REGIONAL TRANSIT FY 2014 AND 2015		
203	Electric Bus Project	3,778	Underway
204	Preventive Maintenance	100	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2014 AND 2015		
205	1 Laptop	2	Underway
206	1 Medium Replace Bus	142	Underway
207	GPS Hardware	4	Underway
208	Maintenance Facility & Site Work	7,200	Underway
209	Office Equipment	9	Underway
210	Preventive Maintenance	400	Ongoing
211	Ridesharing	109	Ongoing
212	Fuel Provision	152	FY 2013
213	Maintenance Facility Support Vehicle	40	FY 2013
214	Presentation Case	2,000	FY 2013
215	Spare Parts	20	FY 2013
216	1 Minivan	45	FY 2014
217	1 Minivan	45	FY 2014
218	Bus Security Cameras	30	FY 2014
219	Facility Construction- Phase III	1,420	FY 2014
220	ID Card Machine	4	FY 2014
221	Passenger Amenities	75	FY 2014
222	Preventive Maintenance	600	FY 2014
223	Shop Equipment	18	FY 2014
224	Trapeze Call Back Module	16	FY 2014
225	Trapeze Cert. Module	16	FY 2014
226	1 Small Bus	62	FY 2015
227	4 Small Buses	243	FY 2015

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

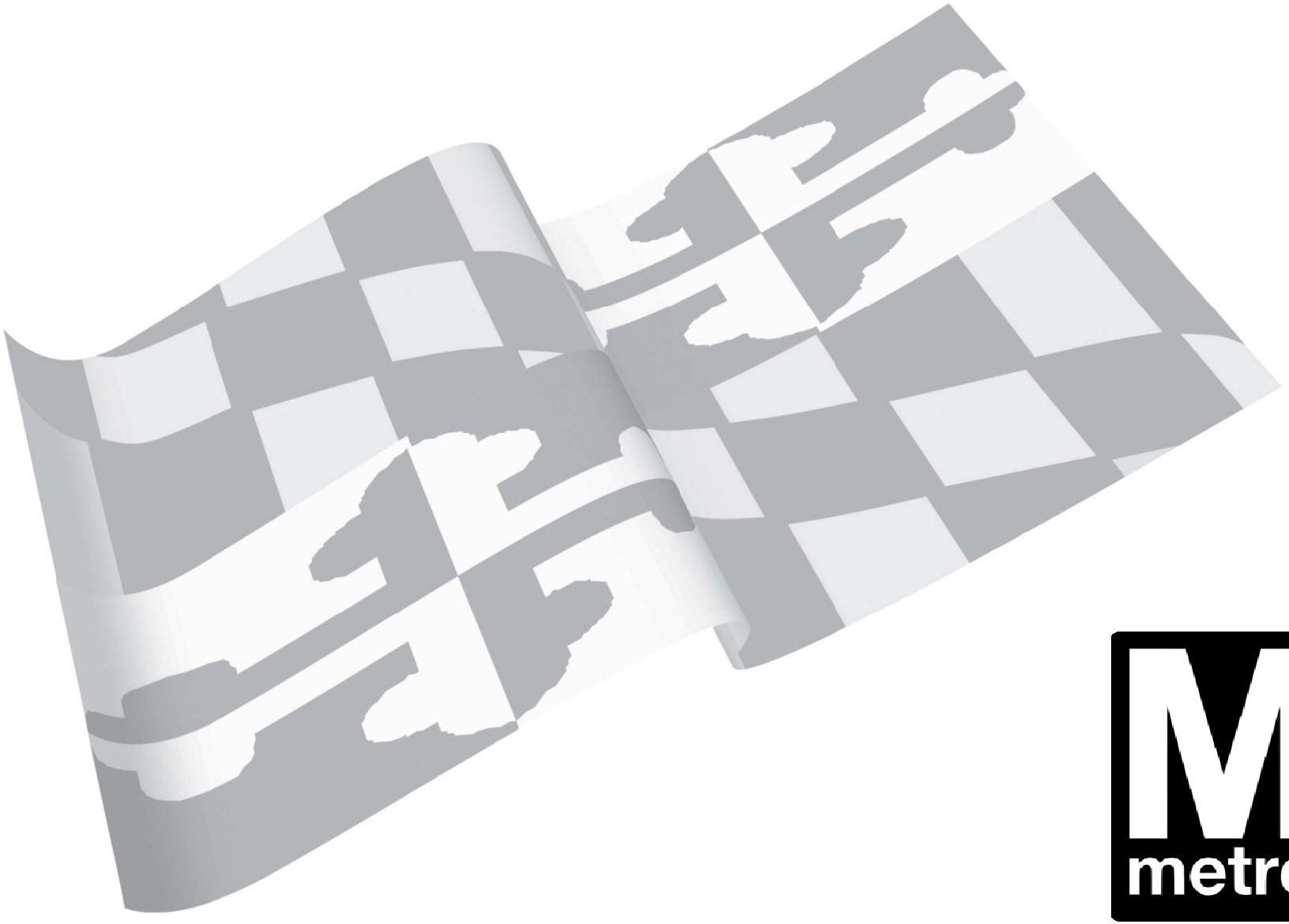
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2013 COMPLETIONS		
228	Allegany County HRDC - Preventive Maintenance	11	Complete
229	Charles County Nursing & Rehabilitation - Preventive Maintenance	12	Complete
230	Daybreak Adult Day Services - 1 Small Bus & Preventive Maintenance	71	Complete
231	Dorchester County Commission on Aging - Preventive Maintenance	14	Complete
232	Humanim - Preventive Maintenance	8	Complete
233	Lifebridge Health - Preventive Maintenance	6	Complete
234	Shore Up - Preventive Maintenance	8	Complete
235	UCP of Central Md. - Preventive Maintenance	12	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2014 AND 2015		
236	ARC of Baltimore - 2 Small Buses & Preventive Maintenance	121	Ongoing
237	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Ongoing
238	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Ongoing
239	Bayside Community Network- 2 Small Buses & Preventive Maintenance	121	Ongoing
240	Dove Pointe - 1 Small Bus & Preventive Maintenance	61	Ongoing
241	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	61	Ongoing
242	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	60	Ongoing
243	Friends Aware - 1 Minivan & Preventive Maintenance	41	Ongoing
244	Kent Center - 1 Small Bus & Preventive Maintenance	62	Ongoing
245	Progress Unlimited - 2 Small Buses & Preventive Maintenance	120	Ongoing
246	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	60	Ongoing
247	Spring Dell - 3 Small Buses & Preventive Maintenance	180	Ongoing
248	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	60	Ongoing
249	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	Ongoing
250	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	40	Ongoing
251	Appalachian Parent Association - 2 Small Buses	120	FY 2014
252	ARC of Northern Chesapeake Region - 2 Small Buses	120	FY 2014
253	Bay Community Support Services - 1 Small Bus	60	FY 2014
254	Center for Life Enrichment - 2 Small Buses	120	FY 2014
255	Chi Centers - 1 Small Bus	60	FY 2014
256	Prologue Inc - 2 Small Buses	120	FY 2014
257	Somerset Community Services - 2 Small Buses	120	FY 2014
258	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2014
259	Way Station - 2 Small Buses	120	FY 2014
	EASTERN SHORE NON-PROFITS FY 2014 AND 2015		
260	Job Access and Reverse Commute (JARC) Program	47	Ongoing
261	New Freedom Program	882	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WESTERN MD NON-PROFITS FY 2014 AND 2015		
262	Job Access and Reverse Commute (JARC) Program	34	Ongoing
263	New Freedom Program	68	Ongoing
	SOUTHERN MD NON-PROFITS FY 2014 AND 2015		
264	Job Access and Reverse Commute (JARC) Program	100	Ongoing
265	New Freedom Program	400	Ongoing
	CENTRAL MD NON-PROFIT FY 2014 AND 2015		
266	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
267	New Freedom Program	542	Ongoing



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	254.4	253.9	246.9	255.3	254.8	255.0	1,520.5
Special Funds	141.9	144.3	137.3	145.7	145.2	145.4	860.0
Federal Funds - WMATA *	112.5	109.6	109.6	109.6	109.6	109.6	660.5

*** These federal funds are received by WMATA directly and are not included in the MDOT budget.**



PROJECT: Metro Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service payments, which supplement the 103-mile rail system's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Area Transit Authority to supplement construction costs of the Metrorail system.

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

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	638,683	634,509	4,174	0	0	0	0	0	4,174	0
Total	638,683	634,509	4,174	0	0	0	0	0	4,174	0
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

8002



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2014-2019 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2014-2019 CIP also includes investment to plan for and initiate projects necessary to meet key future system capacity needs. WMATA's FY 2014 - 2019 CIP includes, but is not limited to, projects to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board.

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

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

ASSOCIATED IMPROVEMENTS:
Metrorail Debt Service -- Line 1
Matching Funds -- Line 4

STATUS: The FY 2014 - 2019 CIP was adopted by the WMATA Board of Directors on April 25, 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The project cost increased by $270.0 million due to the addition of $193.5 million in FY 2019 and an adjustment to match WMATA's current funding requirement forecast.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,319,530	1,178,721	182,416	192,413	185,417	193,775	193,290	193,498	1,140,809	0
Total	2,319,530	1,178,721	182,416	192,413	185,417	193,775	193,290	193,498	1,140,809	0
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0

9004, 9005, 9006



PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program. Another portion of this program funded Maryland's share of 48 new rail cars that were ordered in FY 2003.

JUSTIFICATION: WMATA's Project Development Program provides for preliminary planning and design of projects within the WMATA region. The addition of new rail cars provided significant relief to certain severe overcrowding conditions.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing. All of the rail cars purchased through this program are in service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The project cost increased $1.1 million due to the addition of FY 2019.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	76,873	70,417	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	76,873	70,417	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011



PROJECT: Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to federal funds.

JUSTIFICATION: Maryland is committed to providing its annual share of the match to the federal funds as part of the dedicated funding package for WMATA.

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: Congress appropriated $141.1M in Federal Fiscal Year 2013 and Maryland will provide $56.3M in matching funds to WMATA. The funds will be used for capital improvements including, but not limited to the purchase of new rail cars to replace WMATA's 1000 series vehicles.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increased $50.0 million due to the addition of FY 2019.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	599,992	143,583	56,310	50,000	50,000	50,000	50,000	50,000	306,310	150,099
Total	599,992	143,583	56,310	50,000	50,000	50,000	50,000	50,000	306,310	150,099
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008



PROJECT: WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

DESCRIPTION: The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provided federal funding for infrastructure projects around the nation. WMATA will receive $201.8 million directly from the federal government; no local match required. Approximately $72.4 million of the federal funds were attributable to Maryland.

JUSTIFICATION: The funds were used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

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

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

ASSOCIATED IMPROVEMENTS:
None.

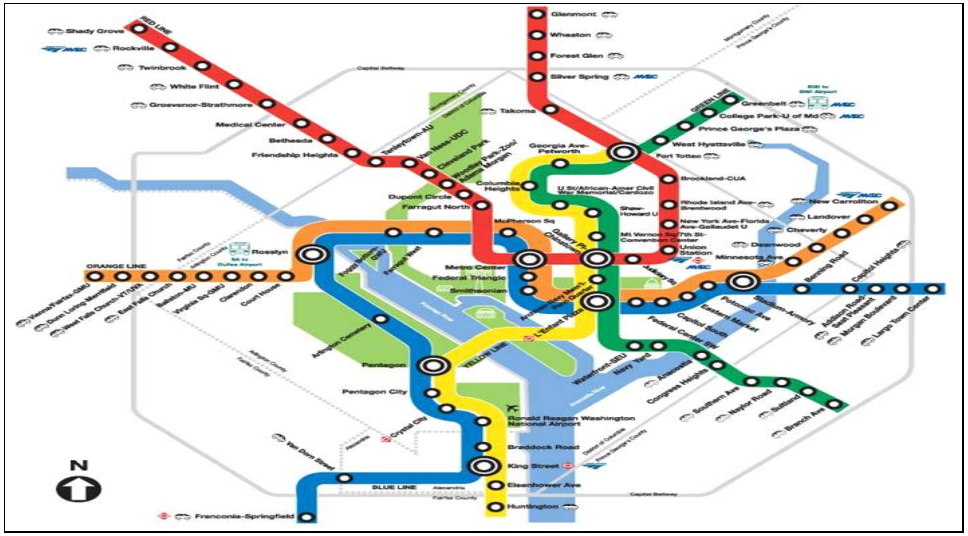
STATUS: Project is completed.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,416	72,416	0	0	0	0	0	0	0	0
Total	72,416	72,416	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9009



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

JUSTIFICATION: The Meter Matters program was initiated in FY 2005 with a multi-year budget of approximately $3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

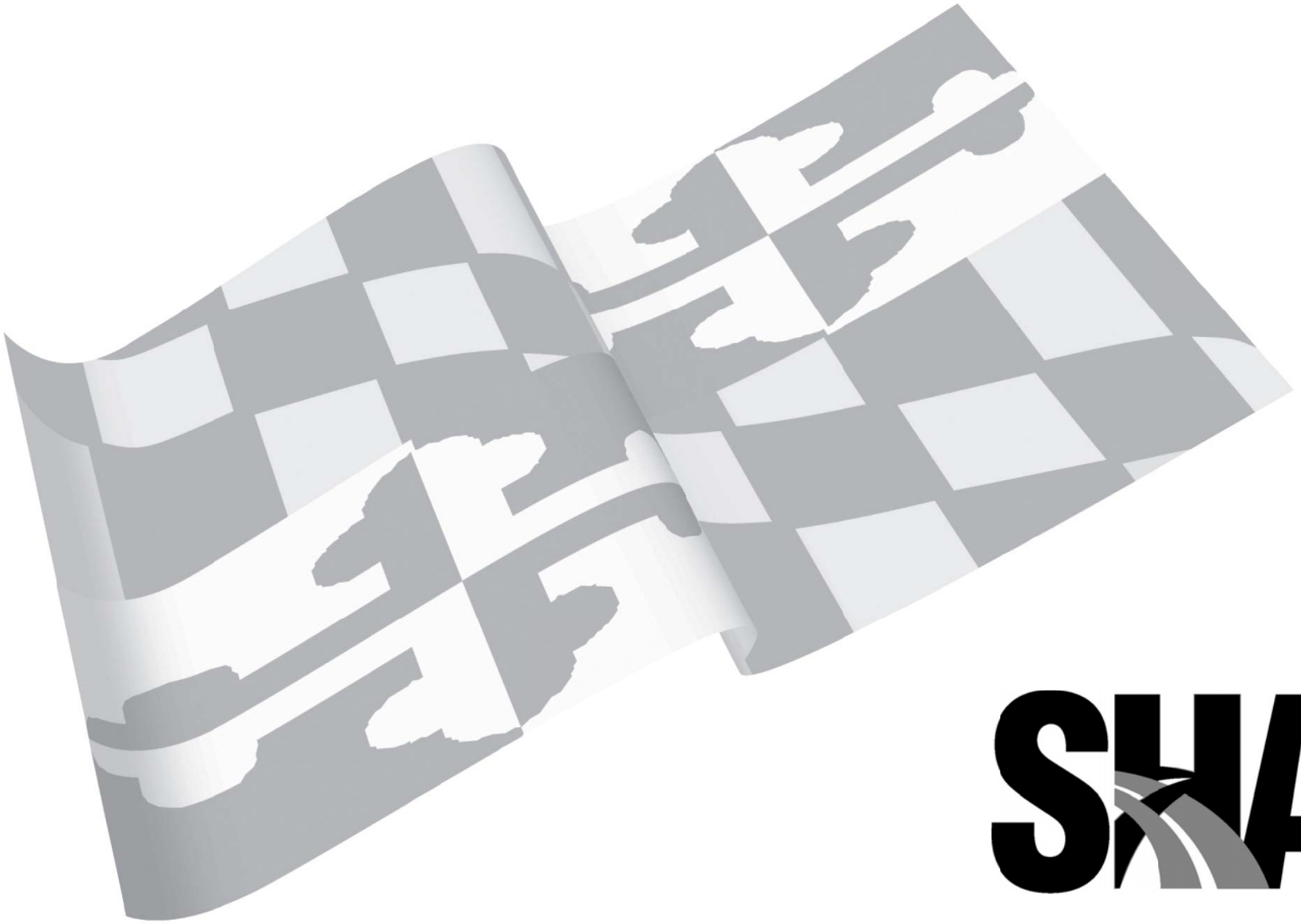
STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5 million during the FY 2014-2019. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The project cost increased $10.5 million due to the addition of FY 2019.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	104,520	41,808	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Total	104,520	41,808	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9010

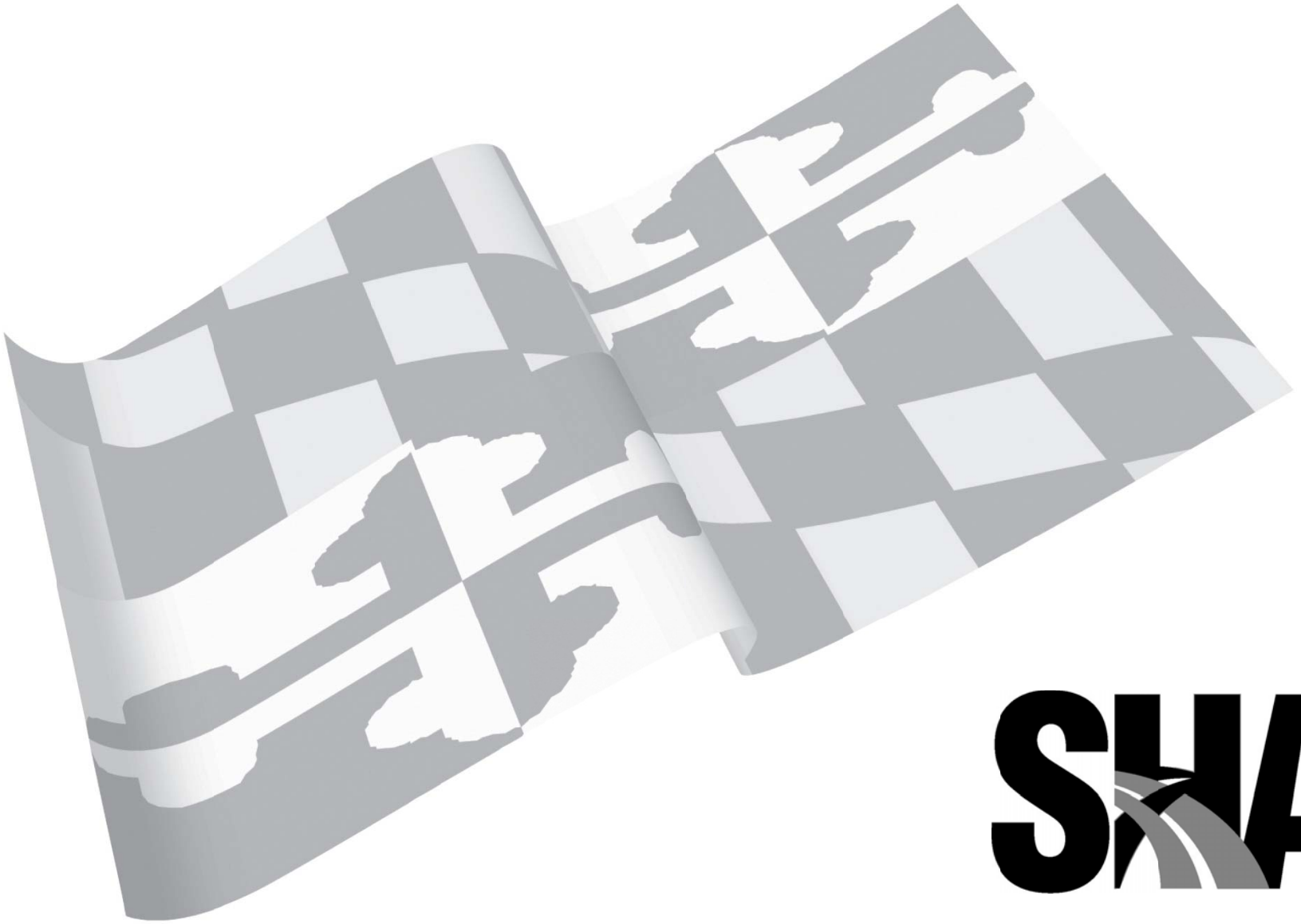


SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	125.0	225.6	324.5	327.7	213.8	160.2	1,376.8
Safety, Congestion Relief and Community Enhancements	804.4	834.3	860.6	892.5	888.9	887.3	5,168.0
Other System Preservation	54.1	38.5	39.0	39.5	41.4	41.6	254.1
Programs 3 & 8	12.0	14.1	14.4	11.3	10.7	10.7	73.2
Development & Evaluation Program	31.7	61.1	126.9	92.3	28.7	20.2	360.9
TOTAL	1,027.2	1,173.6	1,365.4	1,363.3	1,183.5	1,120.0	7,233.0
Special Funds	585.1	722.7	919.4	993.9	934.8	865.8	5,021.7
Federal Funds	442.1	451.0	445.9	369.3	248.7	254.3	2,211.3



SHA

SHA STATEWIDE

PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	166,486	83,786	16,100	15,100	13,950	13,550	12,500	11,500	82,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	241,868	209,268	3,900	8,200	4,250	5,250	5,100	5,900	32,600	0
Total	408,354	293,054	20,000	23,300	18,200	18,800	17,600	17,400	115,300	0
Federal-Aid	391,130	287,360	18,000	20,970	16,380	16,920	15,840	15,660	103,770	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: Community Safety and Enhancement Program

DESCRIPTION: This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

PURPOSE & NEED SUMMARY STATEMENT: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Program targets transportation improvements in older urban areas with physical infrastructure including drainage and stormwater management that needs repair to support economic development and revitalization. Promotes bike and pedestrian access to commercial centers, transit facilities, schools, and public facilities. Encourages other State Agencies to target resources for those areas with the goal of increasing their attractiveness for private investment.

STATUS: Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	93,859	60,592	8,367	10,500	5,000	1,000	4,200	4,200	33,267	0
Right-of-way	31,913	14,665	3,654	5,821	3,163	3,310	650	650	17,248	0
Construction	546,461	279,476	4,879	28,479	60,337	72,290	53,950	47,050	266,985	0
Total	672,233	354,733	16,900	44,800	68,500	76,600	58,800	51,900	317,500	0
Federal-Aid	123,621	75,821	5,400	11,200	8,700	10,300	6,800	5,400	47,800	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

PURPOSE & NEED SUMMARY STATEMENT: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,747	5,947	1,600	1,400	1,200	1,200	1,200	1,200	7,800	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	62,129	35,529	1,800	3,900	4,000	3,000	3,000	10,900	26,600	0
Total	76,171	41,771	3,400	5,300	5,200	4,200	4,200	12,100	34,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

STATUS: Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	46,462	37,704	3,168	2,232	907	817	817	817	8,758	0
Right-of-way	499	365	73	61	0	0	0	0	134	0
Construction	321,822	285,514	3,959	5,007	13,293	10,683	1,683	1,683	36,308	0
Total	368,783	323,583	7,200	7,300	14,200	11,500	2,500	2,500	45,200	0
Federal-Aid	236,898	220,998	2,500	2,600	5,000	4,000	900	900	15,900	0

CLASSIFICATION:

STATE - N/A

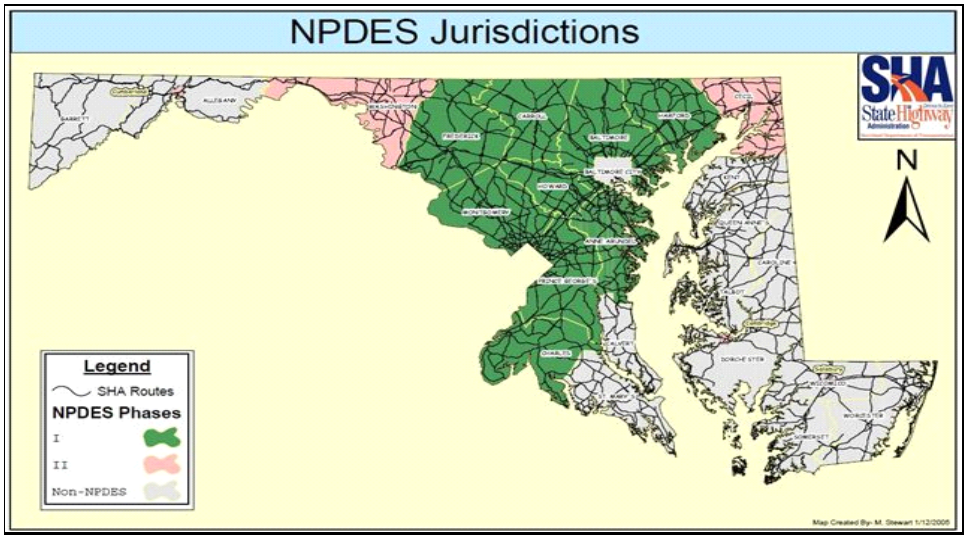
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19. This includes $45M in FY15 of General Obligation Bonds and $350M in FY16 - FY19 of General Funds.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	42,400	9,900	5,300	7,200	6,500	4,500	4,500	4,500	32,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	540,100	26,400	30,500	73,000	85,300	102,300	118,800	103,800	513,700	0
Total	582,500	36,300	35,800	80,200	91,800	106,800	123,300	108,300	546,200	0
Federal-Aid	63,094	23,494	23,300	10,000	5,000	1,000	300	0	39,600	0

CLASSIFICATION:

STATE - N/A

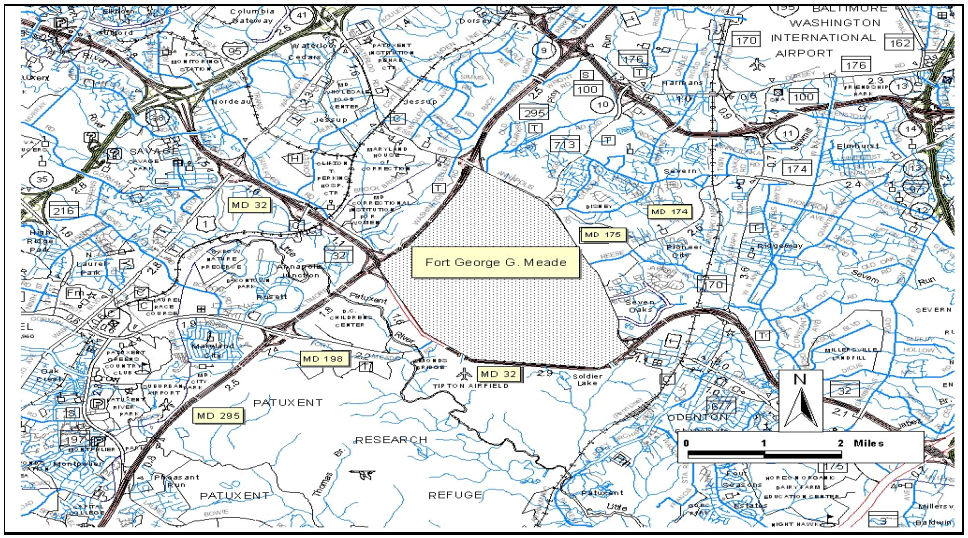
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Anne Arundel Line 1)
MD 175, at Maples/Reece Roads (Anne Arundel Line 2)
MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)
MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

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

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

EXPLANATION: Improvements to key intersections in the vicinity of Fort Meade are vital in support of the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of $15.3 million is due to removal of the cost for the Fort Meade gate improvements and moving additional funding to the Mapes and Reece project (Anne Arundel County Line 2).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	221	10	21	0	0	0	0	31	0
Engineering	7,373	7,073	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	290	0	0	0	0	0	0	290	290	0
Total	7,915	7,294	310	21	0	0	0	290	621	0
Federal-Aid	1,568	1,006	309	21	0	0	0	232	562	0

CLASSIFICATION:

STATE - N/A

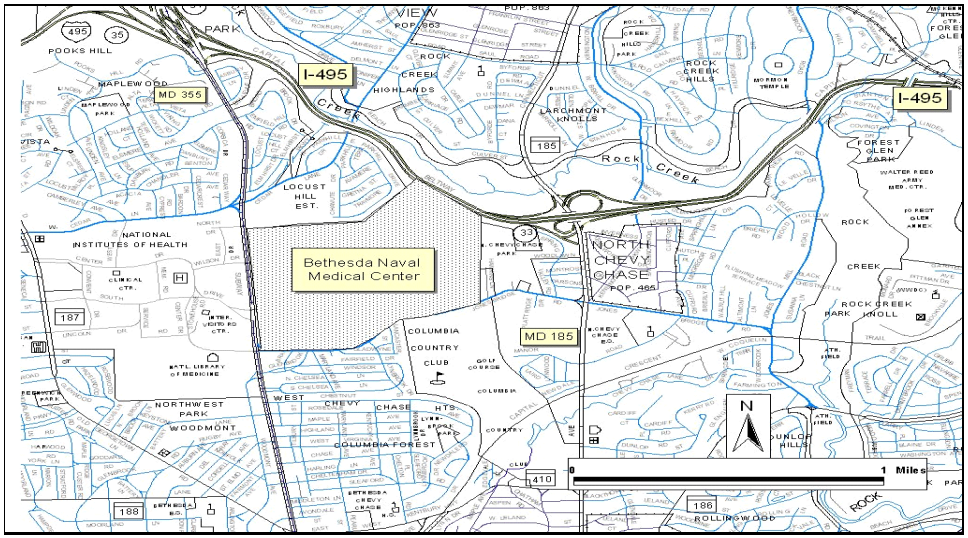
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge Road - Phase 1&2(Montgomery County Line 6)
MD 185, at Jones Bridge (Phase 3) (Montgomery County Line 7)
MD 187, at West Cedar Lane (Montgomery County Line 8)
MD 320, at Sligo Creek (Montgomery County Line 10)
MD 355, at Jones Bridge (Montgomery County Line 11)
MD 355, at West Cedar Lane (Montgomery County Line 12)

STATUS: Engineering underway. Office of Economic Adjustments has contributed $38.2 million towards the BRAC improvements. Awaiting final approval of the remaining $10.7 million.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved funds to the Montgomery County Construction Program for MD 185 at Jones Bridge (Phase 3 - Line 6), MD 187 at West Cedar Lane (Line 7), MD 355 at West Cedar Lane (Phases 1&2 - Line 12), MD 355 from Woodmont Avenue to South Wood Road (Line 13) and MD 320 at Sligo Creek (Line 10).

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

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

EXPLANATION: Improvements to key intersections in the vicinity of Bethesda Naval Medical Center are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,769	10,919	550	300	0	0	0	0	850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,654	0	0	0	0	0	0	6,654	6,654	0
Total	18,423	10,919	550	300	0	0	0	6,654	7,504	0
Federal-Aid	8,376	2,203	550	300	0	0	0	5,323	6,173	0

CLASSIFICATION:

STATE - N/A

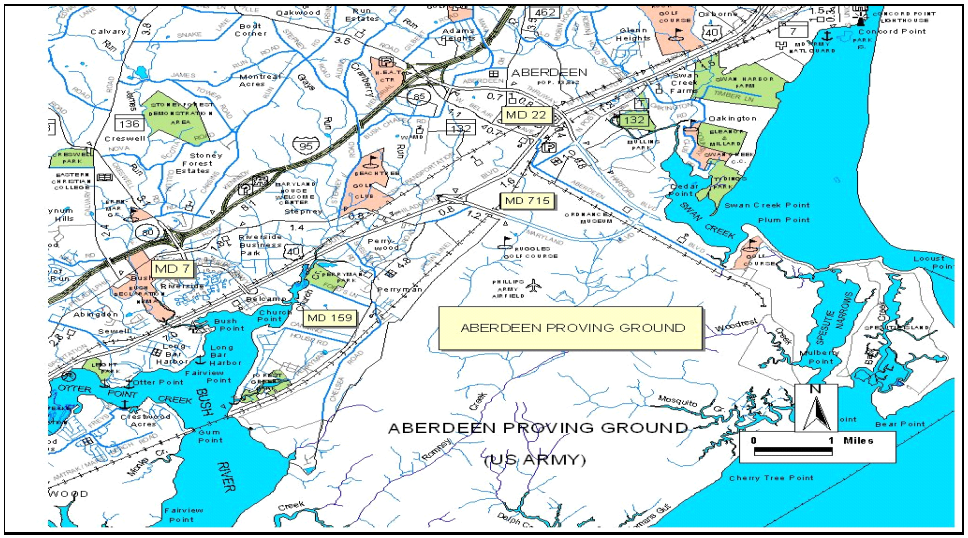
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Harford County Line 2)
MD 22, at Beards Hill Road (Harford County Line 3)
MD 22, at MD 462 (Harford County Line 4)
US 40, Interchange at MD 715 (Harford County Line 6)
US 40, at MD 7/MD 159 (Phase 1 - Harford County Line 7)
US 40, at MD 7/MD 159 (Phase 2 - Harford County Line 8)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved funds to the Harford County Construction Program for MD 22 at Beards Hill Road (Line 3), MD 22 at MD 462 (Line 4) and US 40 at MD 7/MD 159 (Phase 2 - Line 8).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,608	6,936	989	683	0	0	0	0	1,672	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,608	6,936	989	683	0	0	0	0	1,672	0
Federal-Aid	4,151	2,479	989	683	0	0	0	0	1,672	0

CLASSIFICATION:

STATE - N/A

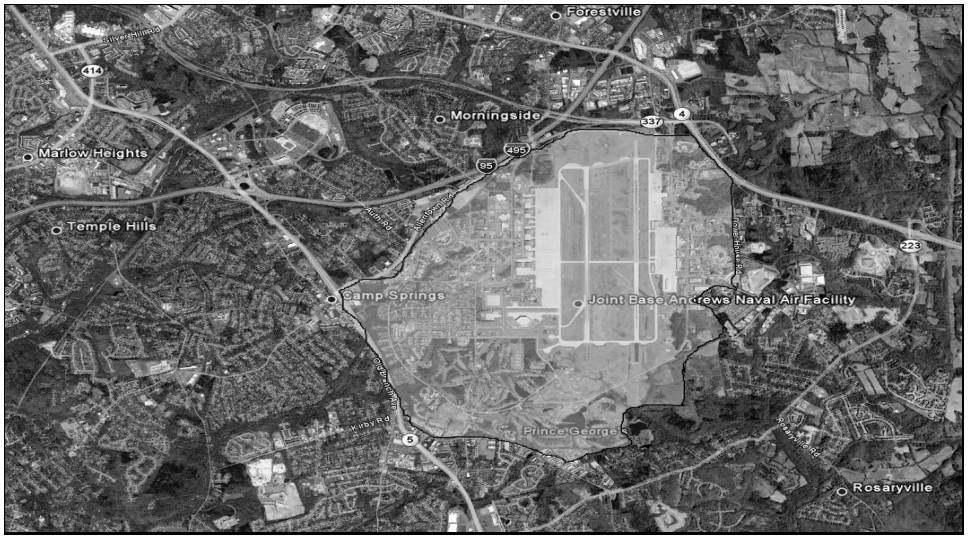
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Andrews Air Force Base

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Andrews Air Force Base is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/495, Branch Ave. Metro Access (Prince George's Line 3)
MD 4, at Suitland Parkway (Prince George's Line 8)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 13)
MD 4, MD 223 to I-95 (Prince George's Line 16)
MD 5, US 301 to I-95 (Prince George's Line 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,490	1,496	500	500	500	3,494	0	0	4,994	0
Right-of-way	907	0	150	757	0	0	0	0	907	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,397	1,496	650	1,257	500	3,494	0	0	5,901	0
Federal-Aid	6,871	1,470	317	1,090	500	3,494	0	0	5,401	0

CLASSIFICATION:

STATE - N/A

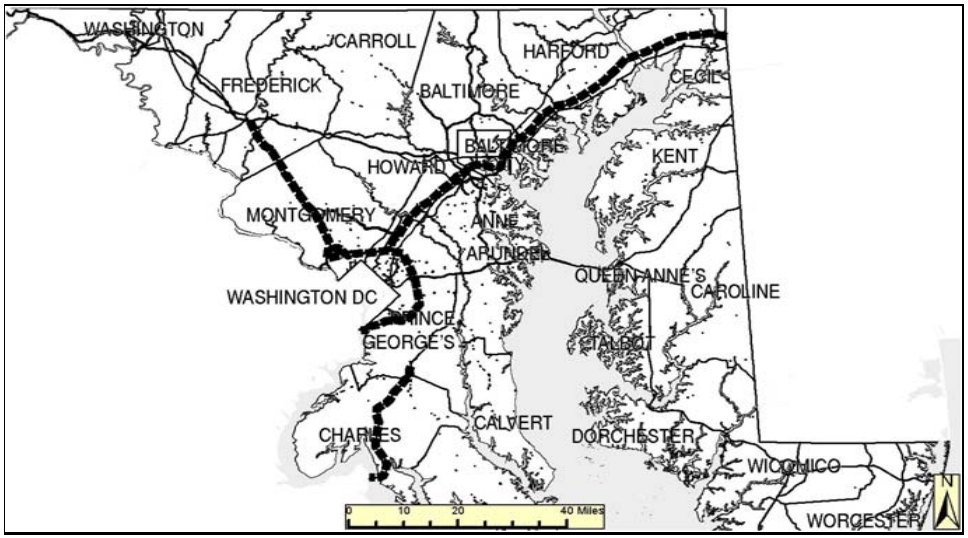
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95/495, I-270 and US 301.

JUSTIFICATION: A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

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

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,000	22	630	2,848	1,500	0	0	0	4,978	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	22	630	2,848	1,500	0	0	0	4,978	0
Federal-Aid	4,000	20	496	2,385	1,099	0	0	0	3,980	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - N/A

PROJECTED (2030) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Install and upgrade traffic barrier in District 6; guardrail	1,338	Completed
		Safety/Spot Improvement		
2		At various locations in District 5; sidewalks	2,801	Completed
3		Install/upgrade Traffic barriers in District 6	588	Completed
4		Friction Improvements in District 3 - Phase 3; joint sealing	3,029	Completed
		Traffic Management		
5		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	Completed
		Environmental Preservation		
6		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	59	Completed
		Enhancements		
		Landscaping/Scenic Beautification/Mitigation		
7		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions (cont'd)		
		Enhancements (cont'd)		
8		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed
9		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
10		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,756	FY 2014
11		At various locations in District 7; guardrails	2,313	FY 2014
12		Various locations in Districts 3 and 5; pavement marking	2,638	FY 2014
13		Various locations in Districts 1 and 2; pavement marking	2,055	FY 2014
14		Various locations; guardrails	2,355	FY 2014
15		Various locations in Montgomery and Prince George's Counties; resurface	2,055	FY 2014
16		At various locations in District 5; widen and resurface	4,176	FY 2014
17		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	FY 2014
18		Various locations in Districts 4 and 7; pavement marking	2,025	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
19		Various locations in District 2; slurry seal	1,186	FY 2014
20		Various Locations in Carroll, Frederick and Howard Counties; joint sealing	997	FY 2014
21		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	FY 2014
22		Various locations in District 3 and 5; thermpolastic thinline striping	1,207	FY 2014
23		Various locations in District 4 and District 7; pavement marking	975	Under construction
24		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
25		Various locations in District 2; guardrail	383	FY 2014
26		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	FY 2014
27		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
28		Various locations in District 7; guardrail	1,413	FY 2014
29		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction
30		Various locations in Baltimore and Harford Counties; joint sealing	1,020	FY 2014
31		Various locations in Dorchester, Somerset, Wicomico, Worcester Counties; traffic barrier upgrades	1,207	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
32		Various locations in District 4; slurry seal	892	Completed
33		Various locations in Baltimore or Harford Counties; patching	3,276	Completed
34		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction
35		Various locations in Anne Arundel, Calvert, Charles and St. Mary's County; drainage	853	Under construction
36		Concrete pavement repairs at various locations in District 5	724	Completed
37		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2014
38		Traffic barrier upgrades at various locations in District 3	1,143	Under construction
39		Various Locations in District 5; slurry seal	1,932	Under construction
40	US 50	Ocean Gateway; 0.5 miles west of MD 404 to 0.5 miles east of MD 404; resurface	1,641	FY 2014
		Bridge Replacement/Rehabilitation		
41		10 existing bridges on US 13, MD 353, MD 12 and US 113; clean and paint bridges	1,551	FY 2014
42		Fixed bridges, Culverts, Noise Walls and Retaining Walls in Alleghany, Garrett and Washington Counties	1,717	Under construction
43		11 existing bridges on MD 75, MD 77, MD 91, MD 144 and I 70	1,486	Under construction
44		6 existing bridges on MD 80 to I 270; clean and paint bridges	1,977	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement		
45		Various locations in District 7; ADA compliance	2,288	FY 2015
46		At various locations in District 1 and 2; pavement marking	624	FY 2014
47		At various locations Statewide; drainage improvement	2,860	FY 2014
48		Various locations in District 3, 4, 5 and 7; pavement marking	1,093	FY 2014
49		At various locations in District 1; rumble strips	505	FY 2014
50		At various locations Statewide; drainage improvement	2,860	FY 2014
51		At various locations in District 3; surface treatment	3,000	FY 2014
52		At various locations in District 2; raised pavement markings	553	FY 2014
53		Various locations statewide; drainage improvement	2,495	FY 2014
54		Various locations in District 2; rumble strips	232	FY 2014
55		ADA Compliance Program in District 1	4,135	FY 2014
56		Various locations in Baltimore and Harford Counties; safety	5,141	FY 2014
57		At various locations in District 3; sidewalks	3,744	Under construction
58		Various locations statewide; drainage	1,457	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
59		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Under construction
60		Various locations in District 4; pavement markings	517	Under construction
61		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Under construction
62		Sign Reflectivity Management Statewide; signing	8,000	Under construction
63		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
64	MD 32	Sappington Station Road and MD 175	2,288	FY 2015
65	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,200	Under construction
		Noise Barriers		
66		Various locations; noise abatements	1,410	FY 2014
67	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	445	FY 2015
		Traffic Management		
68		APS in Districts 6 and 7; signalization	4,576	FY 2015
69		At various locations in District 3; lighting	7,436	FY 2015
70		At various locations in District 3; signalization	6,864	FY 2015

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Traffic Management (cont'd)		
71		At various locations in District 4; lighting	2,288	FY 2015
72		At various locations in District 5; lighting	2,288	FY 2015
73		At various locations in District 6; signing	3,432	FY 2015
74		Various locations in District 3; signing	3,737	FY 2014
75		Various locations in District 6 and 7; lighting	6,885	FY 2014
76		Various locations in District 4; signalization	5,720	FY 2014
77		Various locations in District 1 and 2; lighting	2,288	FY 2014
78		Various Locations in District 5; signalization	5,720	FY 2014
79		Various locations in District 4; signing	3,048	FY 2014
80		Automatic Traffic Recorders Statewide; miscellaneous	1,988	FY 2014
81		Modify/reconstruct with in Districts 3, 4, 5; signalization	11,503	FY 2014
82		Traffic signs and APS in District 3; signalization	7,153	FY 2014
83		Sign Structure replacement in District 7	4,777	FY 2014
84		Sign Structure replacement in District 4	4,905	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Traffic Management (cont'd)		
85		Sign Structure replacement in District 3	5,003	FY 2014
86		Various locations in District 3, 4 and 5; signalization	5,671	FY 2014
87		Various Locations in Districts 6 and 7; signalization	3,168	Under construction
88		At various locations in District 5; signing	2,295	FY 2014
89		Various locations in District 5; signalization	5,935	Under construction
90		Various locations; signalization	3,262	Under construction
91		Various locations in District 1 and District 2; signing	1,101	Under construction
92		Various locations in District 7; signing	2,383	Under construction
93		Various locations in District 4; signalization	3,088	Under construction
94		Various locations in District 4; sign structures	2,584	Under construction
95		Various locations in District 3; sign structures	2,595	Under construction
96		Various locations in District 3; signing	3,256	Under construction
97		Various locations in District 1 and District 2; signalization	1,279	Under construction
98		Various locations in District 6 and District 7; signalization	2,338	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Traffic Management (cont'd)		
99		Various locations in District 3; signalization	6,029	Under construction
100		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
101		Install and modify Traffic Control devices in District 4; signalization	6,022	Under construction
102		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Under construction
103		Various Locations in District 1 and 2; signalization	1,064	Under construction
104		Various Locations in District 4; lighting	1,783	Under construction
105		Various Locations in District 1 and 2; signing	1,287	Under construction
106		Various Locations in District3; signalization	2,146	Under construction
107		Various Locations in District 3; signing	2,810	Under construction
108		Various Locations in District 5; signalization	2,104	Under construction
109		Various Locations in District 6 and 7; lighting	930	Under construction
110		Various Locations in District 4; signing	2,999	Under construction
111		Various Locations in District 5; lighting	1,674	Under construction
112		Various Locations in District 3; lighting	1,984	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Traffic Management (cont'd)		
113		Various Locations in District 6 and 7; signing	2,170	Under construction
114		Various Locations in District 1 and 2; lighting	1,300	Under construction
115		Various Locations in District 4; signalization	2,048	Under construction
116		Various Locations in District 6 and 7; signalization	1,074	Under construction
117		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
118		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction
119		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
		C.H.A.R.T. Projects		
120		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,906	FY 2015
121		CHART DMS Deployment - Phase 4	3,500	FY 2015
122		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,441	FY 2015
123		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	3,254	FY 2015
124		Road Weather Information Systems Upgrade	500	Under construction
125		CHART Closed Circuit Television deployment - Phase 4	799	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
126		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
127		Back-up Power for CHART Cameras	1,818	Under construction
128		10 CCTV Cameras Project	700	Under construction
129		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,540	Under construction
		Environmental Preservation		
130		At various locations in District 4; landscape	1,144	FY 2015
131		At various locations Statewide; landscape	372	FY 2014
132		I 695 to Mountain Road and various sites; landscape	514	FY 2014
133		Various locations in District 3 and 5; landscape	458	FY 2014
134		Various locations in District 1 and 2; landscape	200	FY 2014
135		Various locations in District 4 and 7; landscape	468	FY 2015
136		Various locations in District 1 and 2; landscape	162	Under construction
137		Various locations in District 3 and 5; landscape	479	Under construction
138		Various interchanges on US 50 and US 13; landscaping	1,087	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Environmental Preservation (cont'd)		
139		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	Under construction
140		Various Interchanges on US 50 and MD 100	1,220	Under construction
141		Various interchanges on I 70, I 68 and MD 200; landscaping	847	Under construction
142		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	Under construction
143		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
144		Landscaping at various locations in District 4 and District 7; landscaping	220	Under construction
145		Landscaping at various locations in District 1 and District 2; landscaping	114	Under construction
146		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement Program)	83	Under construction
147		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	148	Under construction
148	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	449	FY 2014
149	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	959	FY 2014
150	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Environmental Preservation (cont'd)		
151	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	Under construction
		Sidewalks		
152		Various locations in District 2; sidewalks	2,288	FY 2015
153		Various locations in District 3; sidewalks	4,004	FY 2014
154		At various locations in District 5; sidewalks	2,860	FY 2015
155		At Various locations in District 5; sidewalks	2,006	FY 2014
156		Various locations in District 3; sidewalks	2,613	FY 2014
157		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,755	FY 2014
		Truck Weight		
158		Virtual Weigh Station - Overheight detection	1,200	FY 2014
		TMDL Compliance		
159		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2015
160		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,772	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		TMDL Compliance (cont'd)		
161		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	2,345	FY 2014
162		At various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,000	FY 2015
163		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,500	FY 2015
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
164		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
165		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	FY 2015
		Environmental Mitigation		
166		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	193	Underway
		Congressional Earmarks		
167		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

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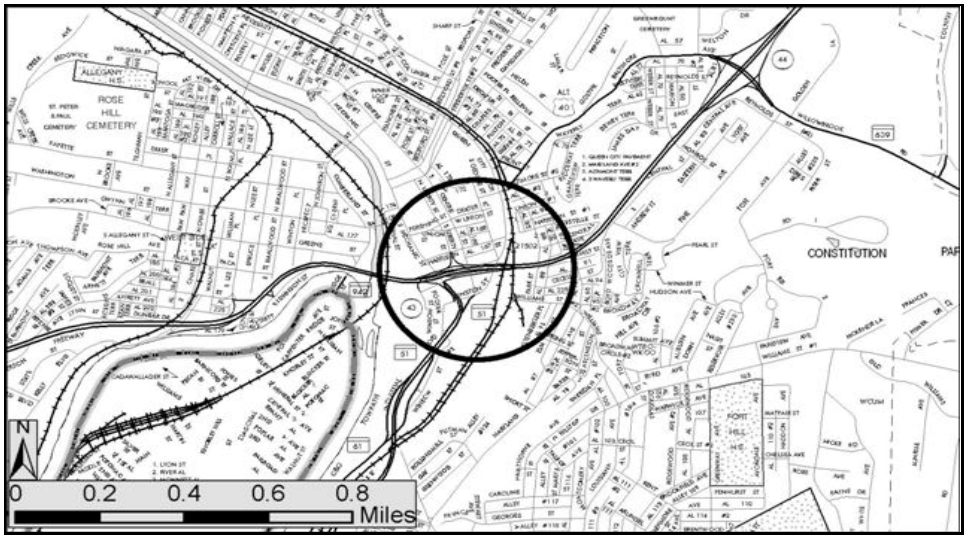
ALLEGANY COUNTY



PROJECT: I-68, National Freeway

DESCRIPTION: Rehabilitation of Bridge 01092 on MD 51 over CSX, Canal Parkway and Bridge 01096 on I-68 (Cumberland Thruway) over Wills Creek/CSX/Municipal Streets including ramps 01107, 01108, 01109, 01110, 01111 and 01112 which connect to the Cumberland Thruway Structure.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, superstructure and substructure repairs.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Maintaining these structures supports this east/west movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,455	6,208	6,462	3,785	0	0	0	0	10,247	0
Total	16,455	6,208	6,462	3,785	0	0	0	0	10,247	0
Federal-Aid	16,122	6,192	6,223	3,707	0	0	0	0	9,930	0

CLASSIFICATION:

STATE - Interstate

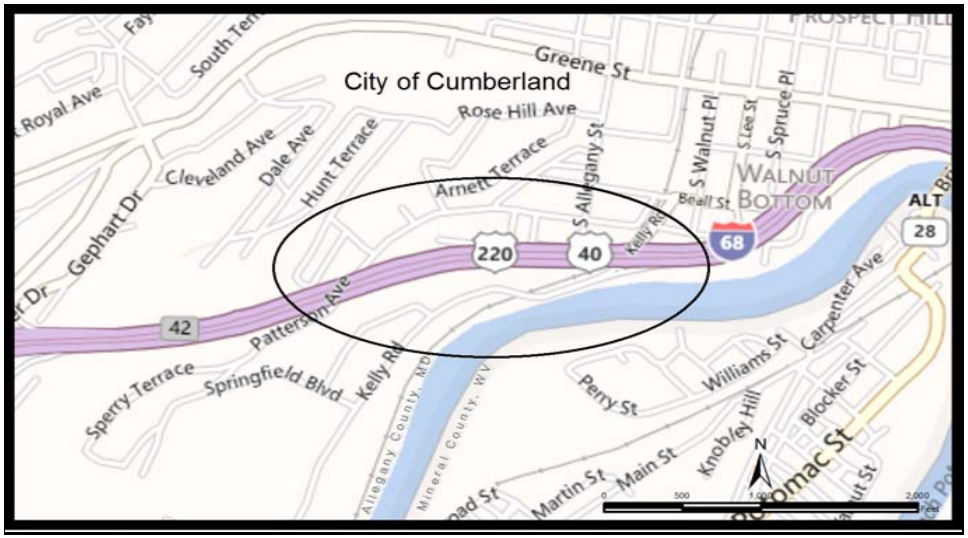
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 48,250

PROJECTED (2030) - 61,400



PROJECT: I-68, National Freeway

DESCRIPTION: Replace/rehabilitate Bridge deck 01102 over Kelly Road/Blvd. and CSXT and Bridge deck 01103 over Patterson Ave.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, deck , superstructure and substructure repairs are required.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	526	526	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,215	1,787	6,424	3,004	0	0	0	0	9,428	0
Total	11,741	2,313	6,424	3,004	0	0	0	0	9,428	0
Federal-Aid	11,492	2,236	6,327	2,929	0	0	0	0	9,256	0

CLASSIFICATION:

STATE - Interstate

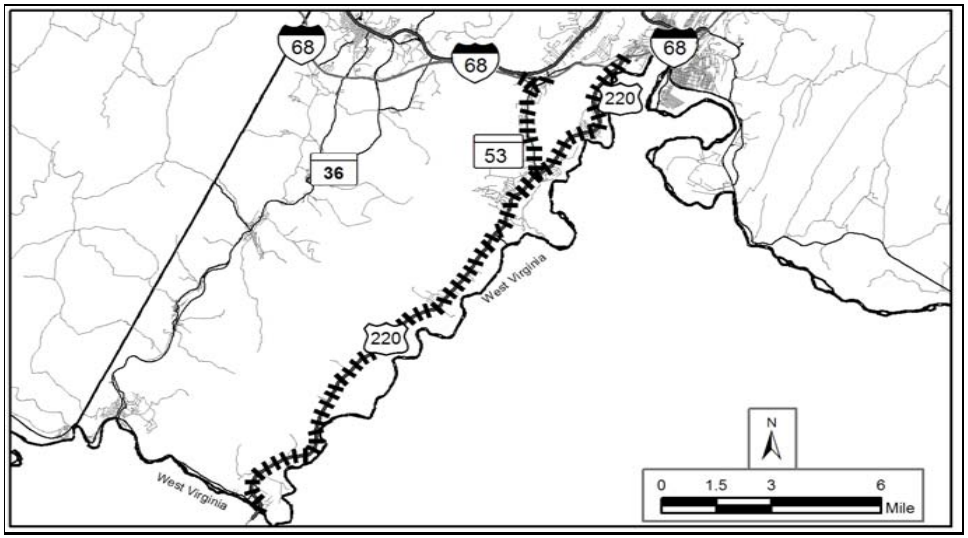
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 13,475

PROJECTED (2030) - 19,000



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

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

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

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

ASSOCIATED IMPROVEMENTS:
US 219, I-68 to Pennsylvania State Line (Garrett County - Line 3)

STATUS: Project Planning for Tier 2 will begin during current fiscal year. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,363	1,109	300	1,384	1,400	1,400	770	0	5,254	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,363	1,109	300	1,384	1,400	1,400	770	0	5,254	0
Federal-Aid	5,367	1,004	240	1,107	1,200	1,200	616	0	4,363	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 9,250 - 18,100

PROJECTED (2030) - 11,800 - 32,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Bridge Replacement/Rehabilitation		
1		Cleaning and painting of bridges on MD 936, I 68 and MD 36	1,006	Completed
		Commuter Action Improvements		
2	MD 144	Ali Ghan Road; at Christie Road; ridesharing facilities	242	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		Various locations in Allegany County; resurface	5,848	Under construction
4	MD 36	Mount Savage Road; south corporate limits of Mt. Savage to Jennings Run; safety and resurface	829	FY 2014
5	US 40 SC	National Pike; West Shipley Road to east of structure 01175; resurface	1,602	FY 2014
6	US 40 SC	National Pike; Fifteen Mile Creek Road to West Shipley Road; resurface	1,567	Under construction
7	MD 51	Oldtown Road; Town Creek Bridge 0104700 to west of Comerford Drive; resurface	2,116	FY 2015
8	MD 51	Oldtown Road; west of Comerford Drive to Potomac River Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,517	FY 2014
9	I 68	National Freeway; at Orleans Road at Friendsville; climbing lane	497	FY 2014
		Bridge Replacement/Rehabilitation		
10	MD 636	Warrior Drive; bridge 0107200 over Warrior Run; bridge deck replacement	572	FY 2015

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement		
11	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	3,720	Under construction
12	MD 144	National Pike; I 68 to Prides Lane; guardrail	1,557	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
13		Amtrak Station Entryway Improvement	198	FY 2014
		Establishment of Transportation Museums		
14		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of a exhibition exploring the National Road and C&O Canal.	150	FY 2015

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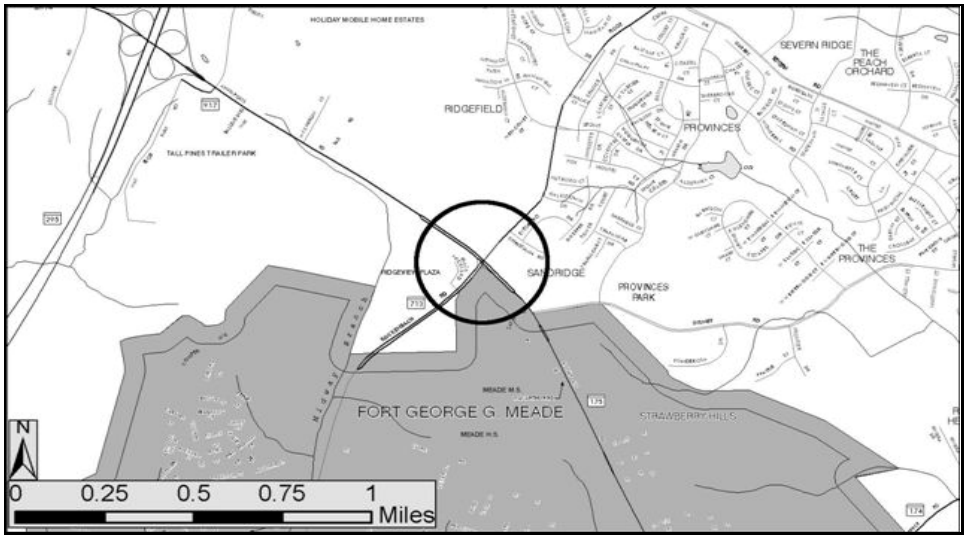
ANNE ARUNDEL COUNTY



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements from west of MD 713 (Rockenbach Road/Ridge Road) to east of Disney Road/26th Street. (BRAC intersection improvement).

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will relieve traffic congestion on this failing intersection as a result of the projected volumes resulting from BRAC expansion.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,092	3,782	310	0	0	0	0	0	310	0
Construction	8,890	6,117	2,773	0	0	0	0	0	2,773	0
Total	12,982	9,899	3,083	0	0	0	0	0	3,083	0
Federal-Aid	12,531	9,626	2,905	0	0	0	0	0	2,905	0

CLASSIFICATION:

STATE - Urban Minor Arterial

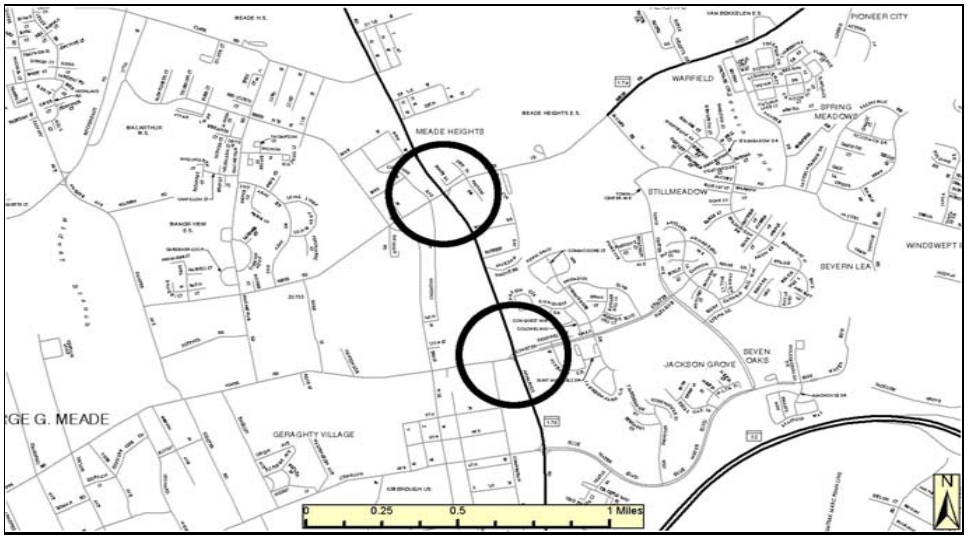
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 25,900

PROJECTED (2030) - 65,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement.) This project includes construction of a new security fence along Fort Meade and also includes Fort Meade tree buffer.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will relieve traffic congestion at these failing intersections, as a result of the projected volumes from BRAC.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $5.9 million is due to additional utility needs because of prior rights issues.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	13,725	947	1,700	5,156	5,076	846	0	0	12,778	0
Construction	14,200	0	753	7,010	6,437	0	0	0	14,200	0
Total	27,925	947	2,453	12,166	11,513	846	0	0	26,978	0
Federal-Aid	22,039	849	1,974	9,542	9,009	665	0	0	21,190	0

CLASSIFICATION:

STATE - Urban Minor Arterial

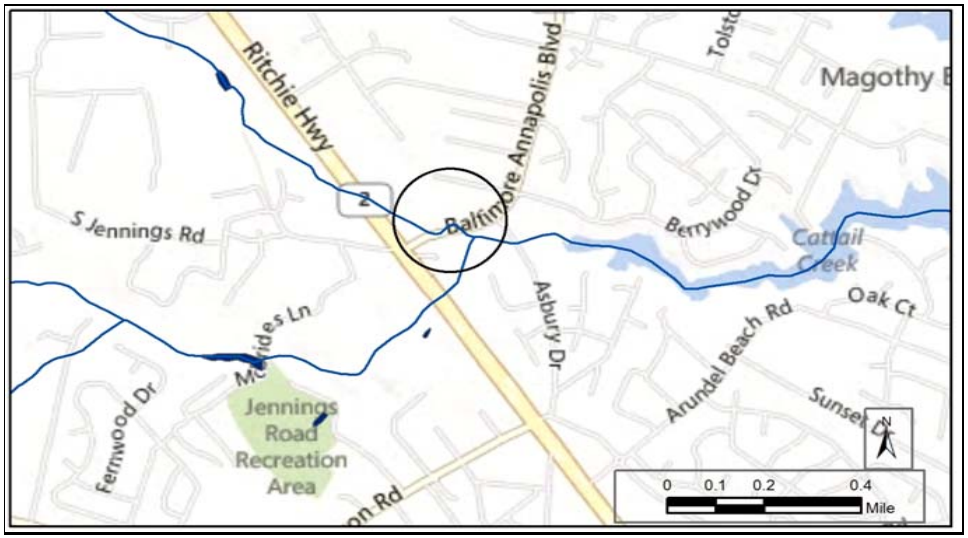
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 648, Baltimore Annapolis Boulevard

DESCRIPTION: Replace small structure 02080XX over Cattail Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	536	334	202	0	0	0	0	0	202	0
Right-of-way	333	4	169	160	0	0	0	0	329	0
Construction	903	0	735	168	0	0	0	0	903	0
Total	1,772	338	1,106	328	0	0	0	0	1,434	0
Federal-Aid	769	143	626	0	0	0	0	0	626	0

CLASSIFICATION:

STATE - Local

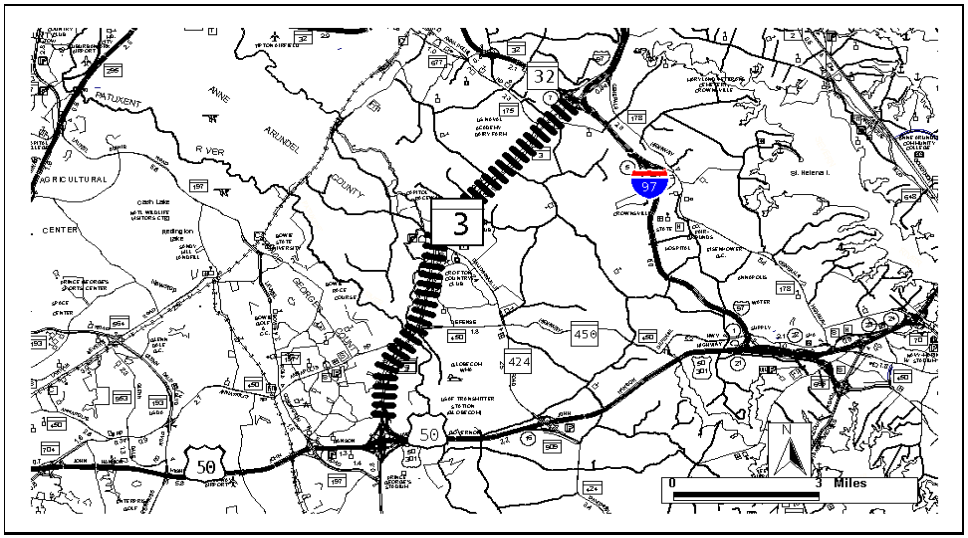
FEDERAL - Urban Local

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,800

PROJECTED (2030) - 9,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 20)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 21)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,871	6	50	51	0	0	0	107	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,651	8,544	6	50	51	0	0	0	107	0
Federal-Aid	2,944	2,865	4	37	38	0	0	0	79	0

CLASSIFICATION:

STATE - Principal Arterial

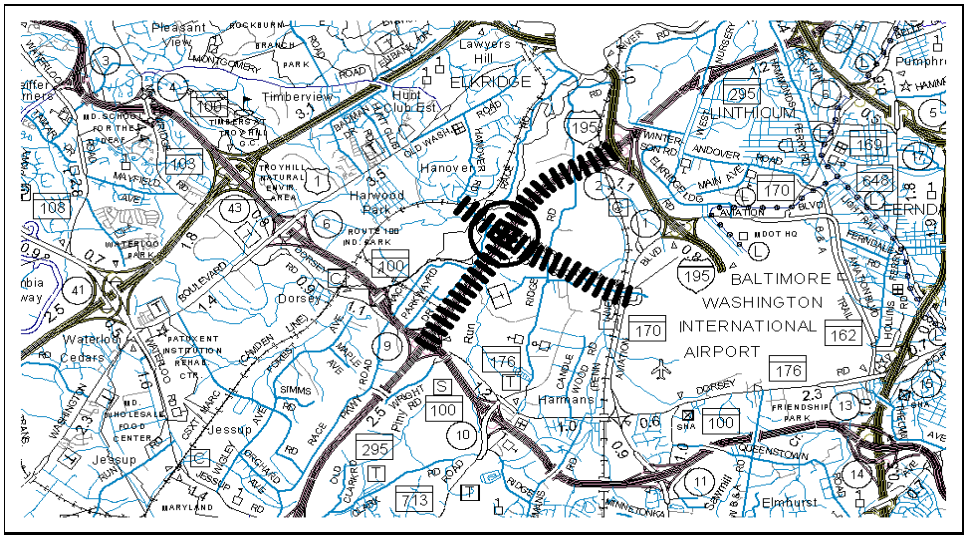
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 63,300 - 81,275

PROJECTED (2030) - 78,375 - 124,800



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

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

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,554	2,554	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0
Federal-Aid	2,043	2,043	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

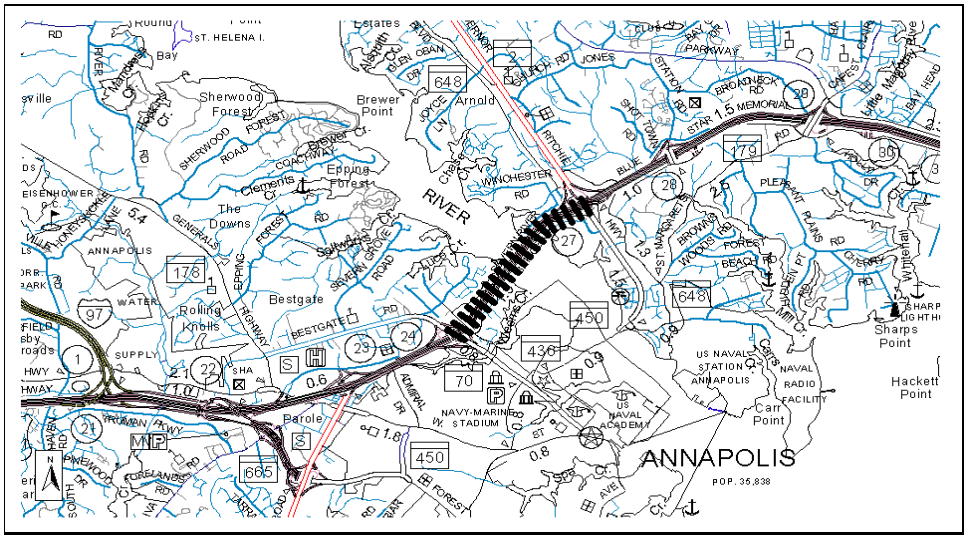
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 98,700

PROJECTED (2030) - 134,700


ANNAPOLIS
POP. 35,838
RIVER
Sherwood Forest
Brewer Point
Epping Forest
The Downs
Bestgate
Rolling Knolls
Parole
Sharps Point
Hackett Point
Carr Point
US NAVAL ANNAPOLIS
NAVAL RADIO FACILITY
NAVY-MARINE STADIUM
US NAVAL ACADEMY
ST. HELENA I.
Arnold
Clements
Severn Grove
Whitehall
Meadow View
Beach Rd
Pleasant Plains
Broadneck
Star
Jones
Station
Skidmore
Ritchie
Wiltshire
Generals
Bestgate
Forest
Admiral
Taylor
Jabez
Foreland
Wayne
Browns
Hillsmere
Severn
Cedar
Chase
Cherry
Ivy
Joyce
Ben Oban
Fernwood
Ellen
Blue
Hwy
Rd
Dr
Ln
Ct
Pl
Ave
St
Cir
Pkwy
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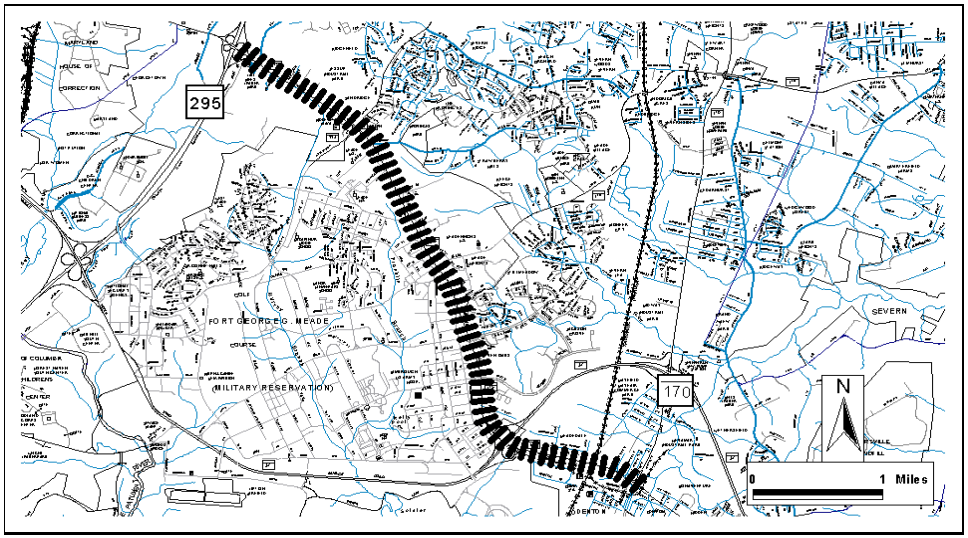
Trl
Way
Mall
Parkway
Memorial
Annapolis
Eisenhower
Harbor
Supply
Water
Forest
Meadow
Green
Hill
Mountain
Little
Bay Head
Office



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 198, MD 295 to MD 32 (Line 8)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Partial Engineering underway. The Engineering shown is for the design of the MD 295 interchange. Right-of-Way for the MD 295 interchange to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $28.5 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,585	2,585	0	0	0	0	0	0	0	0
Engineering	8,527	2,836	1,000	1,000	1,000	2,691	0	0	5,691	0
Right-of-way	28,467	0	1,000	2,000	11,000	10,000	4,467	0	28,467	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,579	5,421	2,000	3,000	12,000	12,691	4,467	0	34,158	0
Federal-Aid	10,470	4,797	1,000	982	1,000	2,691	0	0	5,673	0

CLASSIFICATION:

STATE - Urban Minor Arterial

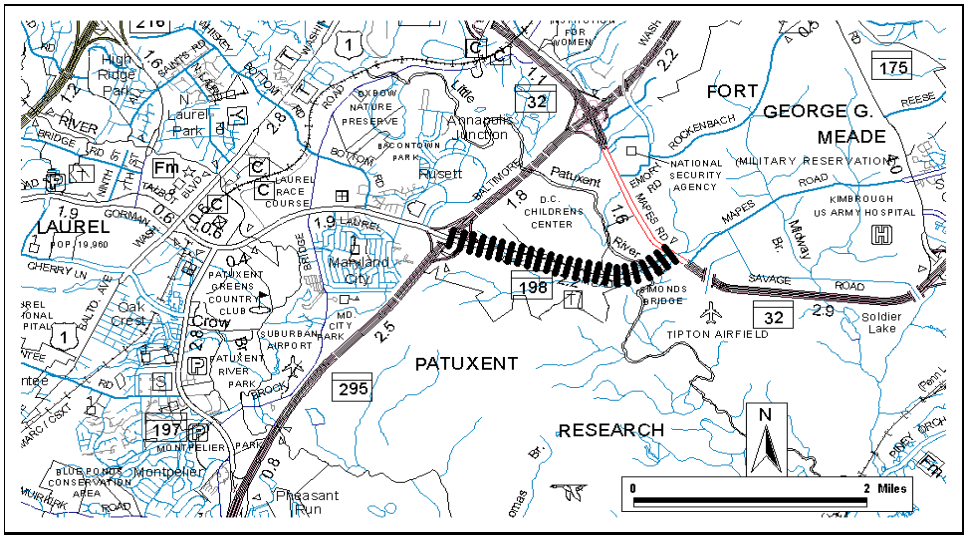
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 24,700 - 38,000

PROJECTED (2030) - 54,300 - 82,200



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Project Planning underway. County contributing up to $3.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 26,000

PROJECTED (2030) - 42,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Bridge Replacement/Rehabilitation		
1		West Nursery Road; over MD 295 (NB and SB); bridge rehabilitation	5,310	Completed
		Safety/Spot Improvement		
2	MD 4	Southern MD Boulevard; various locations at MD 4 and MD 408 interchange; drainage improvements	544	Completed
3	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	Completed
4	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	Completed
		Enhancements		
		Environmental Mitigation		
5		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
6		At Various locations in Anne Arundel County; joint sealing	386	Under construction
7		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	Under construction
8		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
9		Various locations in Northern Anne Arundel County	7,929	Under construction
10	MD 2	Solomons Island Road; At MD 214; resurface	550	FY 2014
11	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	795	Completed
12	MD 450	Defense Highway; Housley Road to Generals Highway; resurface	742	Under construction
		Bridge Replacement/Rehabilitation		
13		11 Existing bridges on MD 295 and MD 100; clean and paint bridges	1,539	FY 2014
14		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	3,358	Under construction
15	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean paint bridge	2,085	Under construction
16	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean and paint bridges	3,649	Under construction
		Safety/Spot Improvement		
17		Crain Highway; Business 3 at 11th Avenue; landscape	73	Under construction
18	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	1,421	Under construction
19	MD 2	Solomons Island Road; at Owensville Sudley Road; geometric improvements	3,300	FY 2014
20	MD 2	Solomons Island Road; at MD 256; geometric improvements	2,200	FY 2015

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
21	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,615	FY 2014
22	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,200	FY 2015
23	MD 4 SB	At Lower Pindell Road; geometric improvements	453	Under construction
24	MD 10	Arundel Expressway; MD 177 to MD 695; guardrail	1,319	FY 2014
25	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2015
26	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,544	FY 2014
27	MD 710	East Ordnance Road; at VEIP entrance; geometric improvements	991	Completed
		Community Safety and Enhancements		
28	MD 450	West Street; Goodwill Store to MD 2; reconstruction (Funded for concepts only) (Transportation Infrastructure Investment Act of 2013)	300	Concepts Underway
29	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Project on hold)		
		Streetscapes and Minor Reconstruction		
30		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Traffic Management		
31		MD 450 and Severn River/Naval Academy Bridge; lighting	398	Under construction
32		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,550	Completed
33	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	1,602	FY 2015
		Environmental Preservation		
34	MD 70 NB	Rowe Boulevard; Taylor Avenue to Farragut Road; landscaping	79	Completed
35	MD 450	Defense Highway; at Annapolis Shop; drainage improvements	256	Under construction
		Commuter Action Improvements		
36	MD 4	Southern Maryland Boulevard; at MD 794; ridesharing facilities	1,127	FY 2014
37	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,860	Under construction
		Intersection Capacity Improvements		
38	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	4,900	FY 2014
		Bicycle Retrofit		
39	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,520	FY 2014

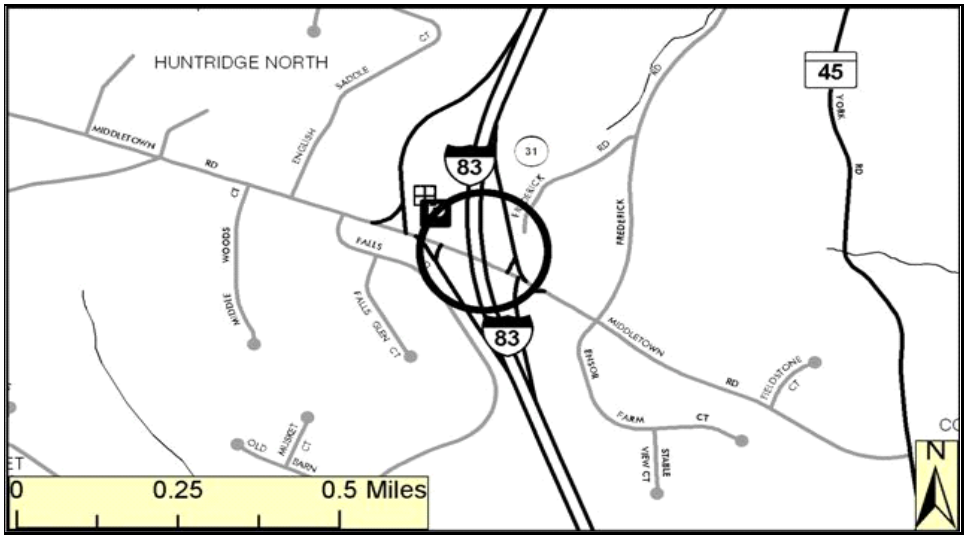
STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		TMDL Compliance		
40	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,487	FY 2015
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
41		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	FY 2015
		Environmental Mitigation		
42		Rutland Road Fish Passage	856	FY 2014
43		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	Underway
44		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2014
45		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	Completed
		Congressional Earmarks		
46		Construct Broadneck Peninsula Trail; construct trail (Earmark $1.2 million; CO) (Complete)	0	
47		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

SHA



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03214 on Middletown Road over I-83

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and needs to be replaced. An additional lane is required to accommodate traffic volumes through the interchange during peak hours.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The Bridge serves as a major link along the Interstate 83 commuter freight route. The I-83 corridor links points in southern Pennsylvania to points in northern Baltimore County such as Hunt Valley, Towson and Baltimore City.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	893	893	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,268	3,419	2,849	0	0	0	0	0	2,849	0
Total	7,161	4,312	2,849	0	0	0	0	0	2,849	0
Federal-Aid	6,904	4,062	2,842	0	0	0	0	0	2,842	0

CLASSIFICATION:

STATE - Principal Arterial

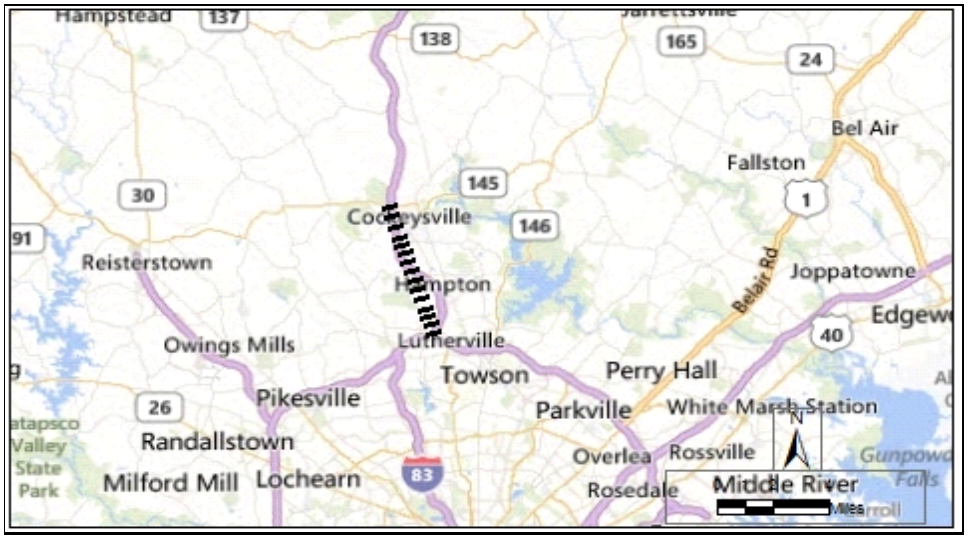
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 59,500 (I-83)
7,600 (Middletown Road)

PROJECTED (2030) - 73,000 (I-83)
9,300 (Middletown Road)



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Construct safety and resufacing improvements on I-83 from I-695 to Shawan Road.

PURPOSE & NEED SUMMARY STATEMENT: This is a safety and resurfacing project with minor drainage improvements and traffic barrier upgrades.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, Bridge over I-695 and MTA Light Rail - Cleaning & Painting (System Preservation Program)
I-83, at Padonia Road - Lighting Reconstruction (System Preservation Program)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: I-83 is a major commuter/freight route and links points in Southern Pennsylvania to points in Baltimore County and the Baltimore City. This is a heavily travelled route and is being resurfaced as part of the State's System Preservation and Maintenance Program.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added $11.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	410	40	370	0	0	0	0	0	370	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,302	0	4,169	7,133	0	0	0	0	11,302	0
Total	11,712	40	4,539	7,133	0	0	0	0	11,672	0
Federal-Aid	9,946	0	3,669	6,277	0	0	0	0	9,946	0

CLASSIFICATION:

STATE - Principal Arterial

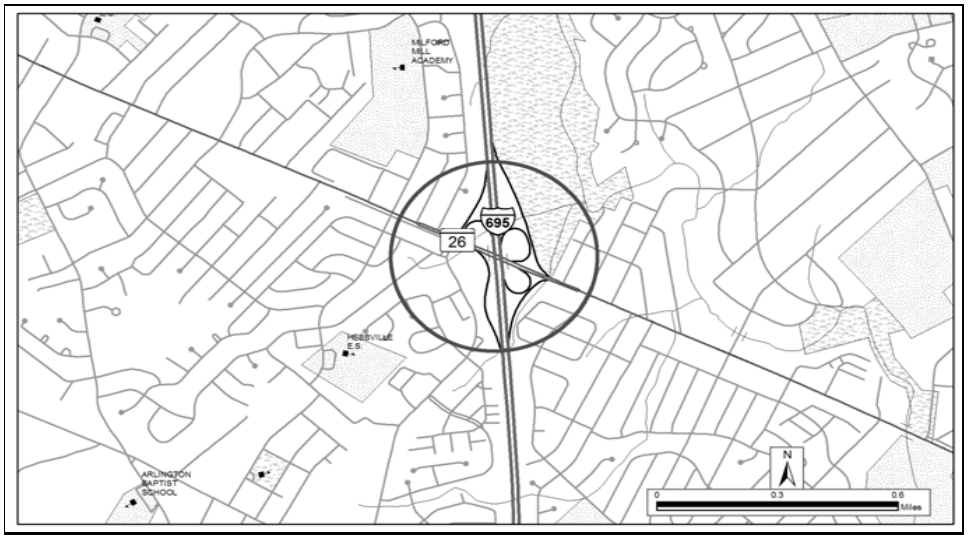
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 147,675

PROJECTED (2030) - 175,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 0313900 over MD 26 (Liberty Road). (ARRA Project)

PURPOSE & NEED SUMMARY STATEMENT: The I-695 bridge over MD 26 was nearing the end of its structural life and widening of the bridge was required to serve the future capacity needs of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 372 Bridge Replacement (Line 5)
I-695, I-95 to MD 122 (Line 11)
I-695, Noise Barrier rehabilitation (System Preservation Program)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The Baltimore Beltway bridge over MD 26 (Liberty Road) was nearing the end of its structural life. The new bridge provides critical capacity needed for improved safety and operations on I-695, a vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck allows for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,296	2,296	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,619	22,613	1,006	0	0	0	0	0	1,006	0
Total	25,915	24,909	1,006	0	0	0	0	0	1,006	0
Federal-Aid	25,114	24,148	966	0	0	0	0	0	966	0

CLASSIFICATION:

STATE - Principal Arterial

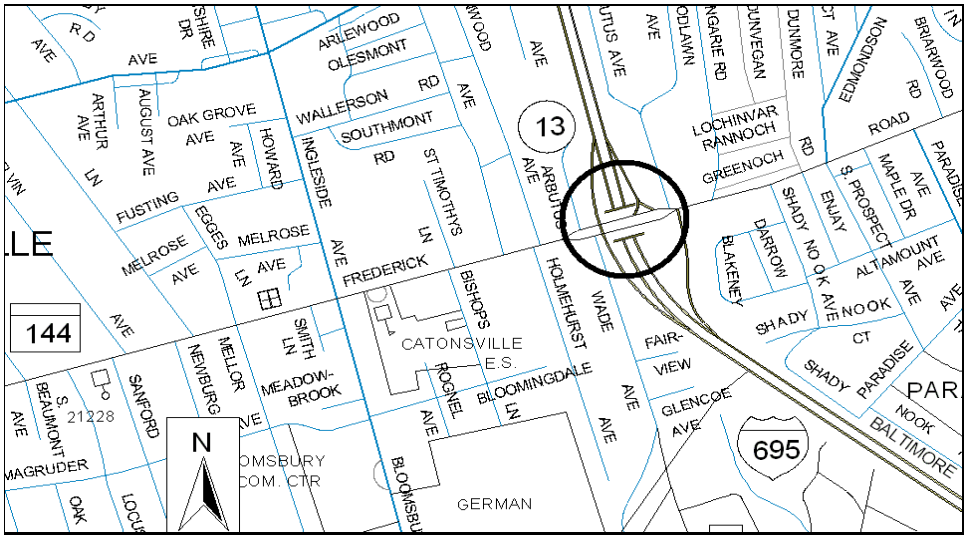
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0312100 MD 144 Bridge (Frederick Road) over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)
I-695, MD 372 Bridge Replacement (Line 5)
I-695, I-95 to MD 122 (Line 11)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The MD 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves as a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,763	10,946	4,817	0	0	0	0	0	4,817	0
Total	15,763	10,946	4,817	0	0	0	0	0	4,817	0
Federal-Aid	15,613	10,819	4,794	0	0	0	0	0	4,794	0

CLASSIFICATION:

STATE - Principal Arterial

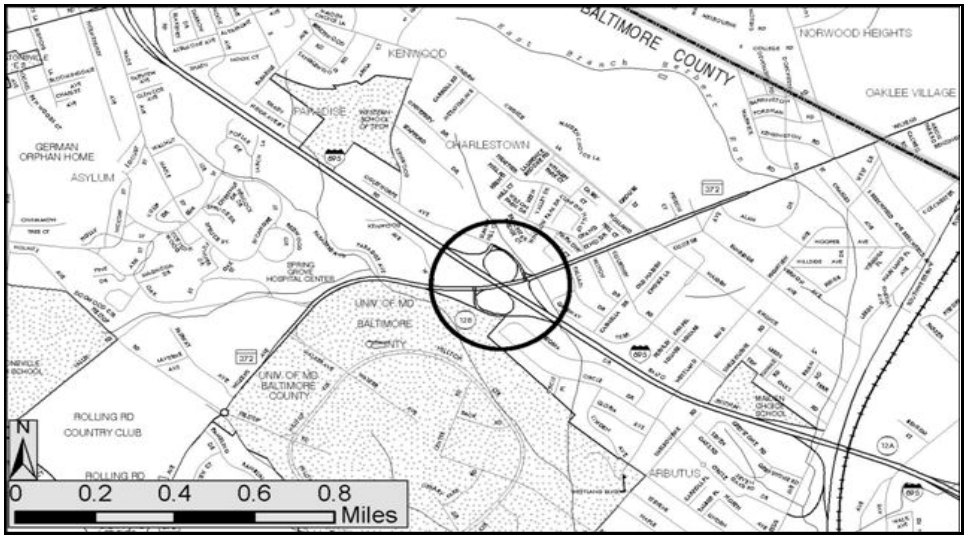
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 0311905 on I-695 Inner Loop over MD 372 (Wilkens Ave.)

PURPOSE & NEED SUMMARY STATEMENT: This bridge was nearing the end of its structural life and widening was required for the future capacity needs of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)
I-695, MD 144 Bridge Replacement (Line 4)
I-695, I-95 to MD 122 (Line 11)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The MD 372 (Wilkens Ave.) bridge was nearing the end of its structural life. The bridge serves as a major link for the Arbutus neighborhood and provides access to the UMBC Campus. The new bridge also provides for the future capacity improvements of I-695. The project enhanced safety, operations and accommodates pedestrians and bicycles.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,562	1,562	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,166	11,762	3,404	0	0	0	0	0	3,404	0
Total	16,728	13,324	3,404	0	0	0	0	0	3,404	0
Federal-Aid	16,305	12,932	3,373	0	0	0	0	0	3,373	0

CLASSIFICATION:

STATE - Principal Arterial

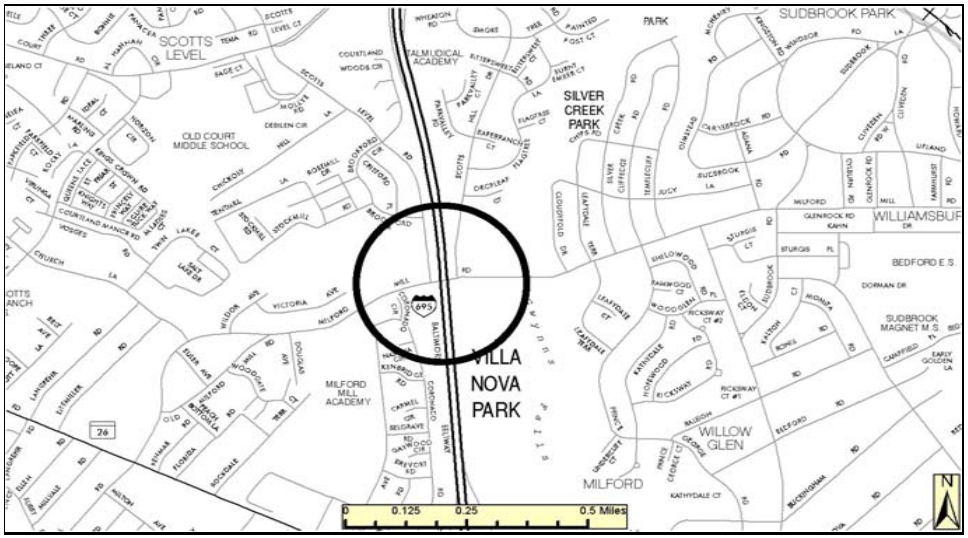
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 101,100

PROJECTED (2030) - 123,900



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0314000 over Milford Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community and provides access to I-795. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $8.7 million is due to the addition of the I-695 inner loop noise wall replacement from Milford Mill Road to I-795.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,246	1,246	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,131	0	6,405	11,290	8,436	0	0	0	26,131	0
Total	27,377	1,246	6,405	11,290	8,436	0	0	0	26,131	0
Federal-Aid	24,768	1,034	6,089	10,114	7,531	0	0	0	23,734	0

CLASSIFICATION:

STATE - Principal Arterial

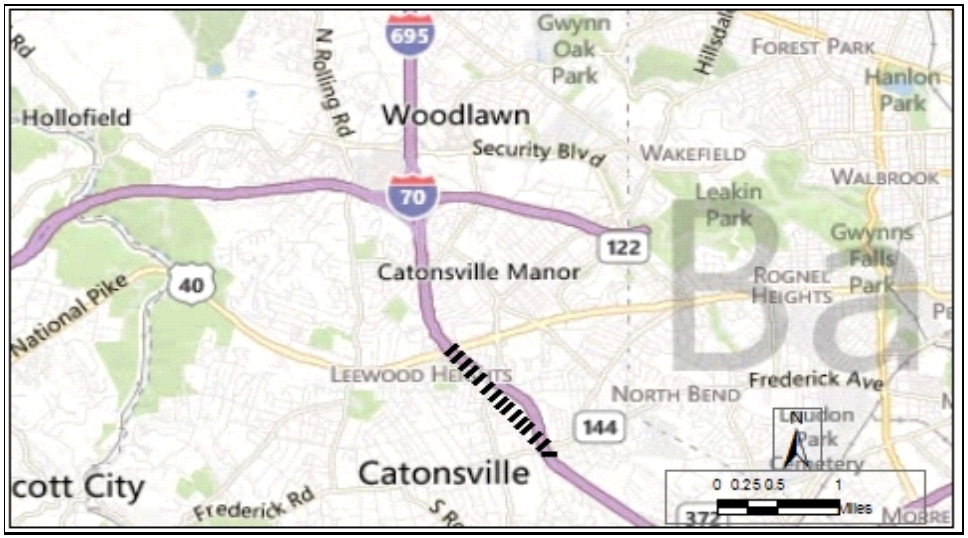
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also provide increased pavement width to accommodate for the ultimate section of the beltway.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 372 Bridge Replacement (Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection for the I-70 and I-95 users. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate section of the beltway.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $85.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of I-695 from I-95 to MD 122 (Line 11)

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,266	7,269	100	1,000	600	297	0	0	1,997	0
Right-of-way	2,389	2,317	72	0	0	0	0	0	72	0
Construction	85,549	0	0	0	18,219	25,189	25,982	16,159	85,549	0
Total	97,204	9,586	172	1,000	18,819	25,486	25,982	16,159	87,618	0
Federal-Aid	8,954	6,896	161	1,000	600	297	0	0	2,058	0

CLASSIFICATION:

STATE - Principal Arterial

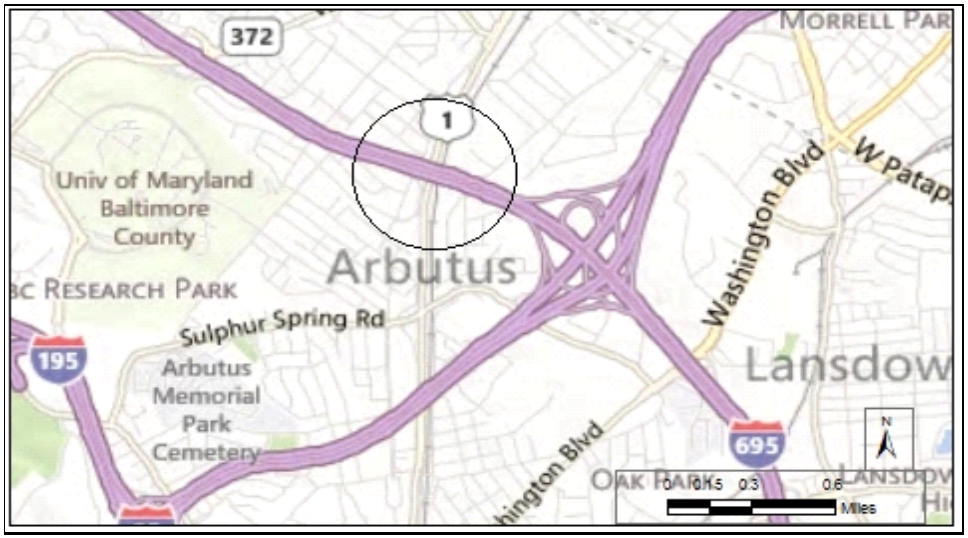
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave. and Bridge 0311405 on I-695 Inner Loop over Leeds Ave, US 1, AMTRAK and Herbert Run. Realignment of I-695 Inner Loop Ramp from US 1 over Leeds Ave, and US 1 from Knecht Ave. to Linden Ave.

PURPOSE & NEED SUMMARY STATEMENT: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 372 Bridge Replacement (Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the terminus of it to US 1.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $59.4 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,796	1,321	2,215	260	0	0	0	0	2,475	0
Right-of-way	791	0	791	0	0	0	0	0	791	0
Construction	59,379	0	0	9,976	21,258	18,906	9,239	0	59,379	0
Total	63,966	1,321	3,006	10,236	21,258	18,906	9,239	0	62,645	0
Federal-Aid	4,185	1,269	2,656	260	0	0	0	0	2,916	0

CLASSIFICATION:

STATE - Principal Arterial

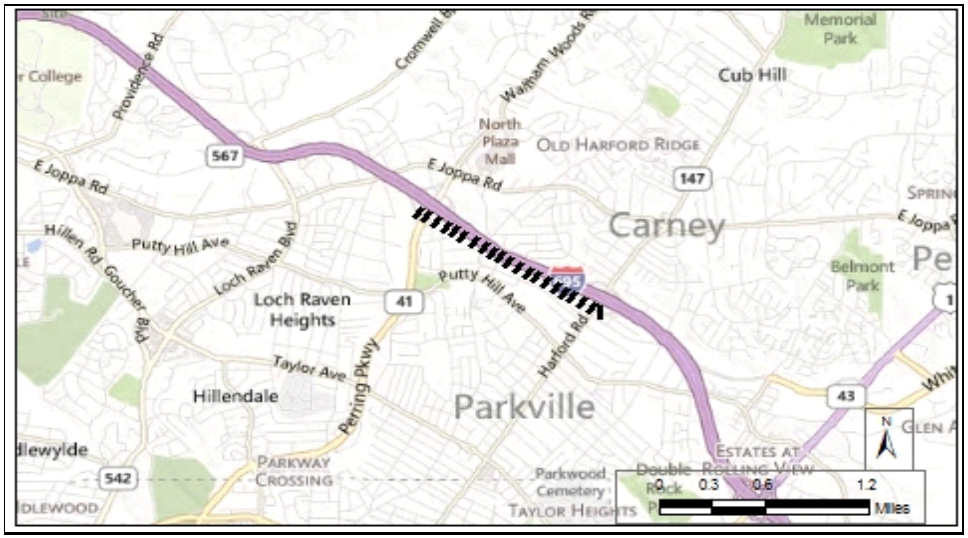
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 202,200
4,500 (Leeds Ave. ramp)

PROJECTED (2030) - 247,800
6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project will provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695 and the replacement of the existing Old Harford Road bridge over I-695. This project also includes ramp modifications along on the Inner Loop of I-695 at the MD 147 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695.The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays within the existing weave area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection for I-95 and I-83 users. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $29.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of I-695 from I-83 to I-95 (Line 12)

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,205	3,117	895	1,193	0	0	0	0	2,088	0
Right-of-way	1,401	163	1,238	0	0	0	0	0	1,238	0
Construction	29,287	0	0	6,619	11,832	10,836	0	0	29,287	0
Total	35,893	3,280	2,133	7,812	11,832	10,836	0	0	32,613	0
Federal-Aid	5,108	2,225	1,840	1,043	0	0	0	0	2,883	0

CLASSIFICATION:

STATE - Principal Arterial

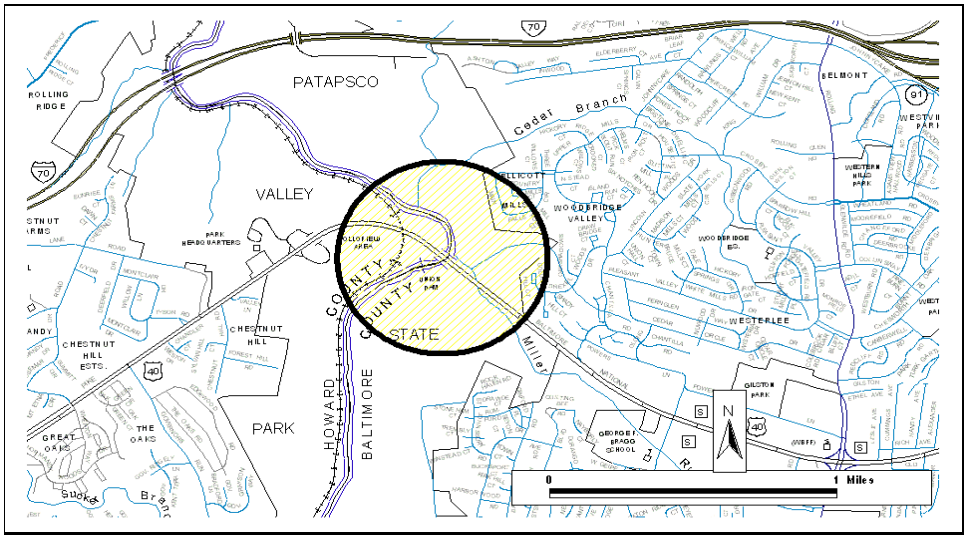
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 160,825

PROJECTED (2030) - 181,275



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Rehabilitated Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge was rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge was widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $1.3 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,067	3,067	0	0	0	0	0	0	0	0
Right-of-way	75	67	8	0	0	0	0	0	8	0
Construction	17,636	16,055	1,581	0	0	0	0	0	1,581	0
Total	20,778	19,189	1,589	0	0	0	0	0	1,589	0
Federal-Aid	19,886	18,319	1,567	0	0	0	0	0	1,567	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

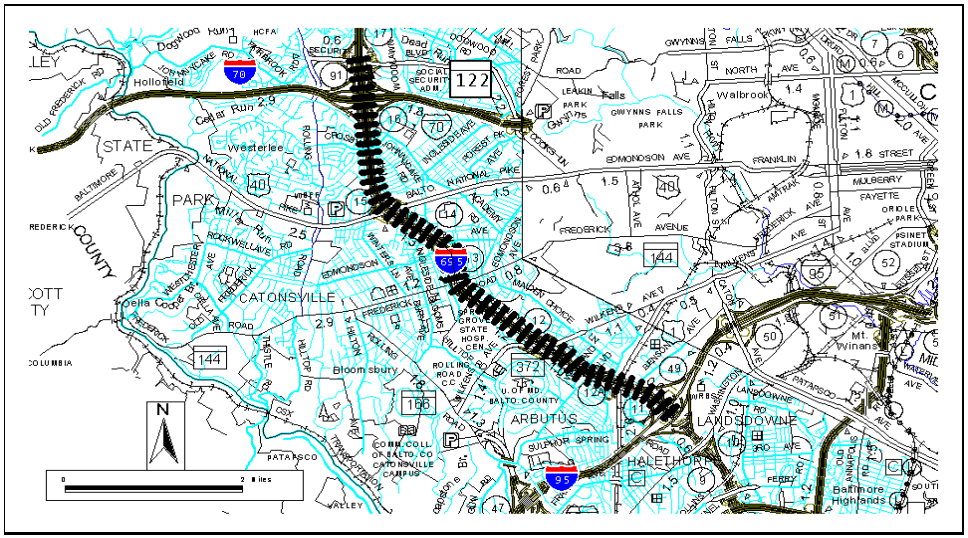
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300

STIP REFERENCE #BA4671 12/01/2013 The estimated cost is for the entire project in Baltimore and Howard counties.



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD26 Bridge Replacement (Line 3)
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 372 Bridge Replacement (Line 5)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved I-695 from South of US 40 to MD 144 to the Construction Program (Line 7).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

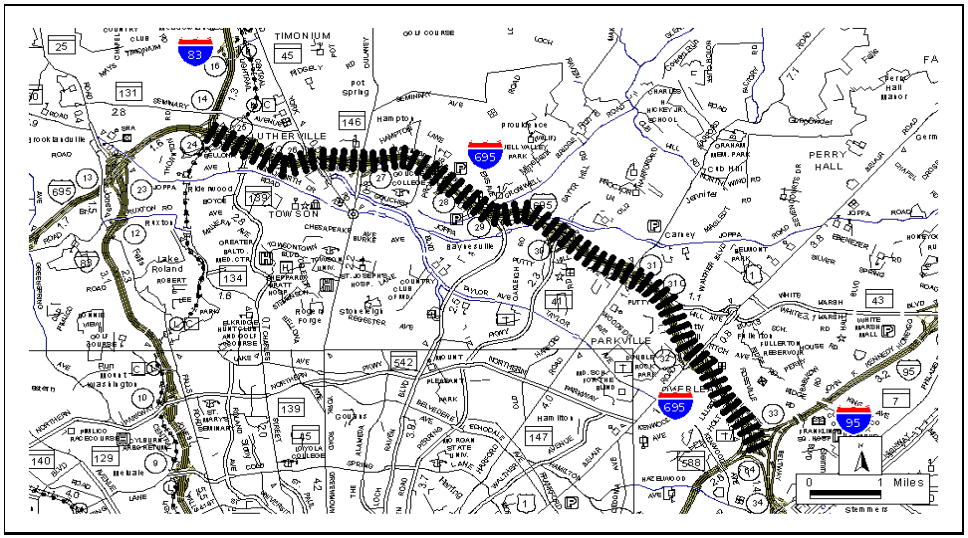
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 221,100

PROJECTED (2030) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety of this segment of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 41 to MD 147 (Line 9)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved I-695 from MD 147 to MD 41 to the Construction Program (Line 9).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

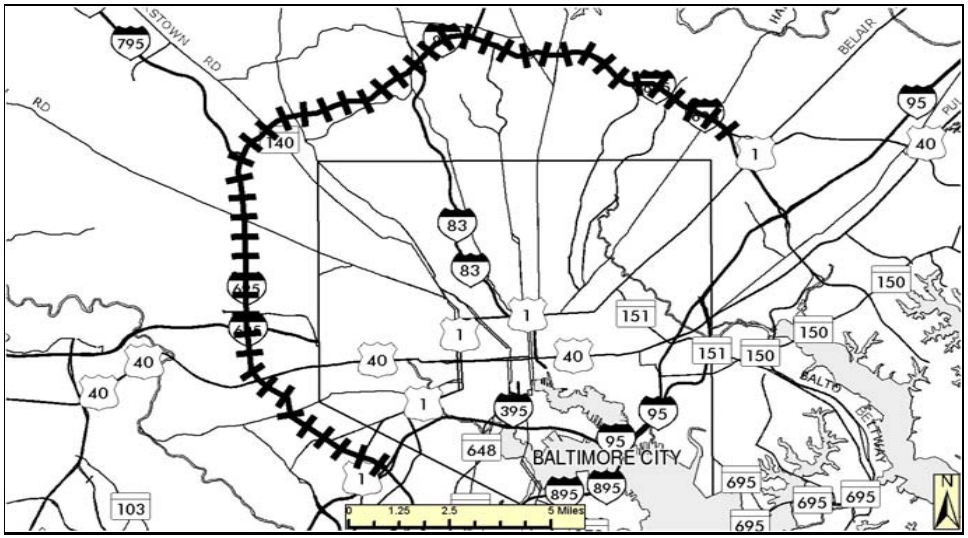
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 222,500

PROJECTED (2030) - 238,100



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

JUSTIFICATION: The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Operational studies underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,000	0	400	3,000	4,000	2,600	0	0	10,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,000	0	400	3,000	4,000	2,600	0	0	10,000	0
Federal-Aid	7,000	0	280	2,100	2,800	1,820	0	0	7,000	0

CLASSIFICATION:

STATE - Principal Arterial

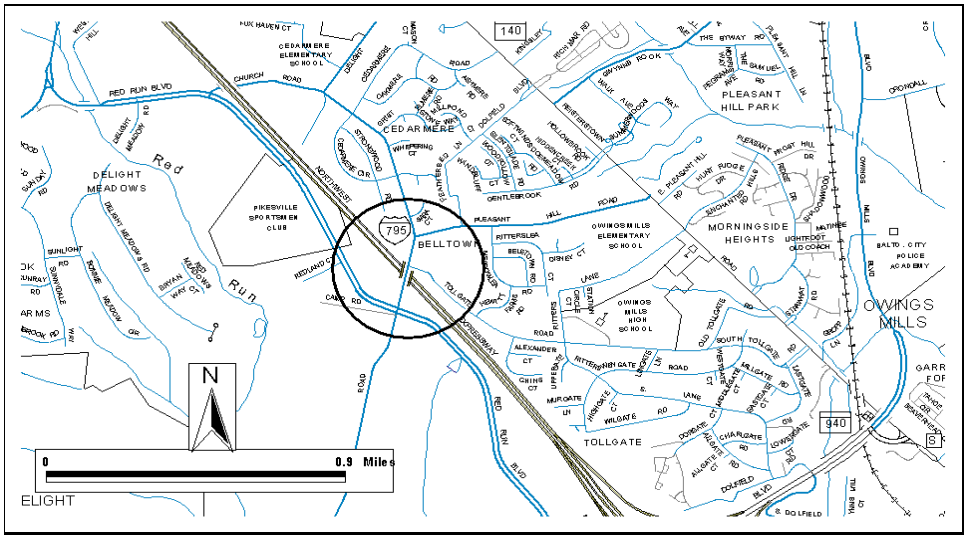
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 160,825 - 222,500

PROJECTED (2030) - 181,275 - 262,300



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Garrison View to Owings Mill (Line 15)
Owings Mill (TOD) (MTA Line 14)

STATUS: Project Planning underway. Baltimore County is contributing $0.625 million towards Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,631	2,331	150	150	0	0	0	0	300	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,631	2,331	150	150	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

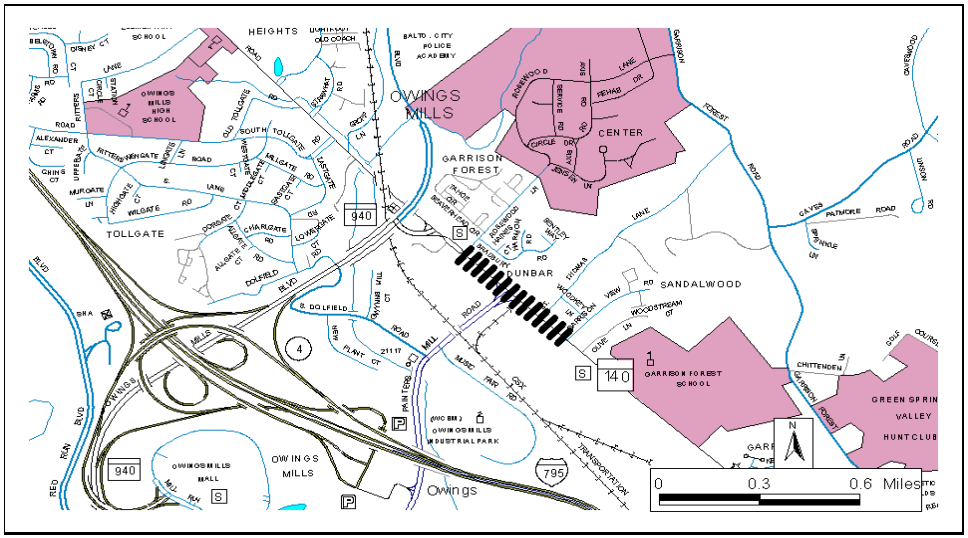
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 77,350

PROJECTED (2030) - 100,750



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-795, at Dolfield Road (Line 14)
Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

STATUS: Engineering underway and Right-of-Way to begin during current fiscal year for a breakout project at Painters Mill Road.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $2.9 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,708	2,576	450	200	482	0	0	0	1,132	0
Right-of-way	2,929	0	1,300	1,000	629	0	0	0	2,929	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,637	2,576	1,750	1,200	1,111	0	0	0	4,061	0
Federal-Aid	1,100	0	450	200	450	0	0	0	1,100	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 39,600 (MD 140)

PROJECTED (2030) - 49,600 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	2,925	Completed
2	US 40	Baltimore National Pike; I 695 to Baltimore City Line; resurface	4,856	Completed
3	MD 146	Dulaney Valley Road; Towson roundabout to I 695; resurface	1,923	Completed
		Bridge Replacement/Rehabilitation		
4	MD 147	Harford Road; over Tributary to Little Gunpowder Falls; box culverts	201	Completed
		Safety/Spot Improvement		
5	I 795	Northwest Expressway; Owings Mills Metro station to MD 140; traffic barrier	1,047	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
6		At various locations in Baltimore County; resurface	6,045	FY 2014
7		At various locations in Baltimore County; resurface	6,853	FY 2014
8		Various locations in Baltimore County west of I 83; resurface	5,552	FY 2014
9		Various locations in Baltimore County east of I 83; resurface	5,199	Under construction
10		Interstate patching at various locations in Baltimore County	6,612	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
11	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,339	Under construction
12	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,341	FY 2015
13	MD 45	York Road; Stevenson Lane to Towsontown Boulevard; resurface	1,314	Completed
14	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	124	PE Underway
15	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	2,746	FY 2015
16	MD 131	Seminary Avenue; MD 25 (Falls Road) to MD 45 (York Road); resurface	4,948	FY 2014
17	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	4,118	FY 2014
18	MD 157	Merritt Boulevard; Peninsula Expressway to Wise Avenue; resurface	5,310	FY 2014
19	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	3,663	FY 2014
20	I 695	Baltimore Beltway; MD 122 to MD 26; resurface	4,865	FY 2014
21	I 695	Baltimore Beltway; MD 45 to Providence Road including numerous ramps; resurface	4,791	FY 2014
22	MD 695	Baltimore Beltway (outerloop); west of MD 7 to MD 150; resurface	5,295	Completed
23	I 795	Northwest Expressway; I 695 to CSX Railroad overpass southern portion; resurface	3,812	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	I 795	Northwest Expressway; I 695 to CSX Railroad overpass northern portion; resurface	5,442	Completed
		Bridge Replacement/Rehabilitation		
25		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	2,036	FY 2014
26		Existing bridges at various locations on I 695, MD 166, MD 702 and MD 695A; clean and paint bridges	841	FY 2014
27		Cleaning and painting of 8 existing bridges in I 83, I 695, and MD 158	2,187	Completed
28	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX Transportation; clean and paint bridges	2,466	Under construction
29	I 83	Bridge 03203 over I 695 and MTA Light Rail; clean and paint bridge	1,701	FY 2014
30	MD 129	Park Heights Avenue; bridge over I 695; bridge rehabilitation	5,720	FY 2014
31	MD 140	Westminster Pike; bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	7,096	FY 2014
32	MD 145	Paper Mill Road; bridge 03376 over Gunpowder Falls; clean/paint bridge	2,098	Under construction
33	MD 150	Eastern Boulevard; bridge 03095 over MD 700; bridge rehabilitation	3,847	Under construction
34	MD 695	Baltimore Beltway; bridges 0323805, 0323806 over Amtrak and Back River; clean and paint	3,578	Under construction
		Safety/Spot Improvement		
35		Various locations - Phase 2; drainage improvement	464	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
36	MD 7	Philadelphia Road; at Hospital Drive; safety	1,535	Completed
37	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	Under construction
38	I 83	Harrisburg Expressway; at various locations along I 83;	844	FY 2015
39	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	Under construction
40	MD 150	Eastern Avenue; west of Lariet Road to Bowleys Quarters Road; ADA improvements	110	FY 2014
41	MD 150	Eastern Avenue; Old Eastern Avenue to Bennett Road; ADA improvements	180	FY 2014
42	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2014
43	I 695	Baltimore Beltway; at Double Rock Stream restoration from Townhouses to west of US 1; drainage improvement (Phase 1,2)	554	FY 2014
44	I 695	Baltimore Beltway; southeast loop at I 695 and MD 147; drainage improvement (This project is a split funded project with the Enhancement Program)	219	Completed
45	I 695	Providence Road and I 795; lighting	3,611	Under construction
		Community Safety and Enhancements		
46	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,200	PE Underway
47	US 40	Pulaski Highway; Middle River Road to MD 43; urban reconstruct (Project on hold)		

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Community Safety and Enhancements (cont'd)		
48	US 40	Pulaski Highway; Intersection improvements at Mohr's Lane; urban reconstruct (Funded for preliminary engineering only)	264	PE Underway
49	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; pedestrian improvements (Project on hold)		
50	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; roadway reconstruction (Project on hold)		
51	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; urban reconstruct (Project on hold)		
		Traffic Management		
52		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	990	Under construction
53	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	3,432	FY 2015
54	I 83	At Shawan Road; lighting	1,668	Under construction
55	I 695	Baltimore Beltway; at US 40 (westside); lighting	2,746	FY 2015
56	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	1,823	FY 2014
		Commuter Action Improvements		
57	MD 166	Rolling Road; I 95 at MD 166; ridesharing facility	356	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Commuter Action Improvements (cont'd)		
58	MD 439	Old York Road; I 83 at MD 439 East of Interchange; ridesharing facility	883	FY 2014
		Intersection Capacity Improvements		
59	MD 26	Liberty Road; Wards Chapel Road; widen MD 26 to provide a second through lane	1,422	Completed
60	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,124	Under construction
61	MD 146	Jarrettsville Pike; at MD 145; geometric improvements	3,009	FY 2014
62	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering)	739	PE Underway
		Truck Weight		
63	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	3,090	Under construction
		TMDL Compliance		
64		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,139	FY 2014
		Enhancements		
		Historic Preservation		
65		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation		
66		Storm Water Management mitigation Southeast loop at I 695 and MD 147 (This project is a split funded project with Environmental Preservation)	322	Completed
		Scenic/Historic Highway Programs/Visitor Centers		
67		Hampton National Historic Site	897	FY 2014

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BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Enhancements		
		Landscaping/Scenic Beautification/Mitigation		
1		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	Completed
		Congressional Earmarks		
2		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark $720,000; CO) (Complete) (Baltimore City Project)	0	
3		Morgan State University Transportation Center (Earmark $500,000) (Complete)	0	
		Fiscal Years 2014 and 2015		
		Enhancements		
		Pedestrian/Bicycle Facilities		
4		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2014
5		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2014
6		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	FY 2014
7		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Enhancements (cont'd)		
8		Jones Falls Trail Phase IV; Woodberry Light Rail Station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	Underway
		Historic Preservation (cont'd)		
9		St. Paul Place and Preston Gardens	1,778	FY 2014
10		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	FY 2014
		Landscaping/Scenic Beautification/Mitigation		
11		West Baltimore MARC Station Beautification	102	FY 2014
		Pedestrian and Bicycle Safety and Educational Activities		
12		Bicycle Safety Education Program	45	FY 2014
		Congressional Earmarks		
13		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Design) (Baltimore City Project)	0	
14		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark $2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
15		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Congressional Earmarks (cont'd)		
16		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
17		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.32 million; CO) (Underway) (Baltimore City Project)	0	
18		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project)	0	
19		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
20		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
21		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark $2 million; CO) (Baltimore City Project)	0	
22		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark $3.2 million; CO) (Underway) (Baltimore City Project) (Complete)	0	
23		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; PE)	0	
24		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark $2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore	0	
25		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
26	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

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CALVERT COUNTY



PROJECT: MD 261, Willows Road

DESCRIPTION: Replace Bridge 0401101 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient. MD 261 is an important north-south link in Calvert County.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $20.6 million is due to the need for additional Right-of-Way and utilities associated with increasing the final bridge height. Also the extremely poor soil condition required new bridge piling and additional retaining walls.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,966	1,512	454	0	0	0	0	0	454	0
Right-of-way	4,933	0	2,638	2,295	0	0	0	0	4,933	0
Construction	22,879	0	4,083	12,986	5,810	0	0	0	22,879	0
Total	29,778	1,512	7,175	15,281	5,810	0	0	0	28,266	0
Federal-Aid	22,504	1,155	5,811	11,471	4,067	0	0	0	21,349	0

CLASSIFICATION:

STATE - Urban Minor Arterial

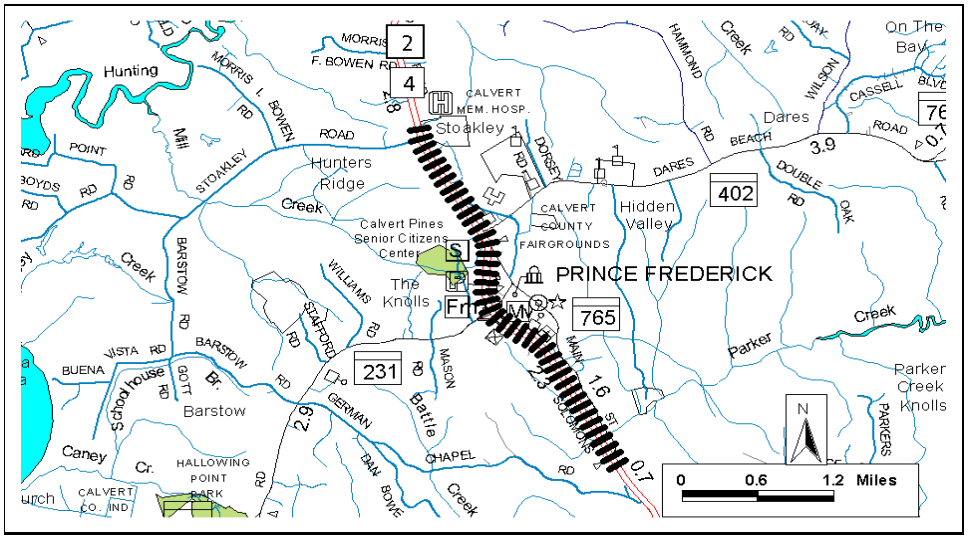
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 15,875

PROJECTED (2030) - 23,150



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [X] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Prince Frederick Boulevard (County Project)

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $13.3 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,539	1,739	500	1,100	1,200	0	0	0	2,800	0
Right-of-way	13,918	644	10	500	7,500	5,264	0	0	13,274	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,429	4,355	510	1,600	8,700	5,264	0	0	16,074	0
Federal-Aid	4,373	1,573	500	1,100	1,200	0	0	0	2,800	0

CLASSIFICATION:

STATE - Intermediate Arterial

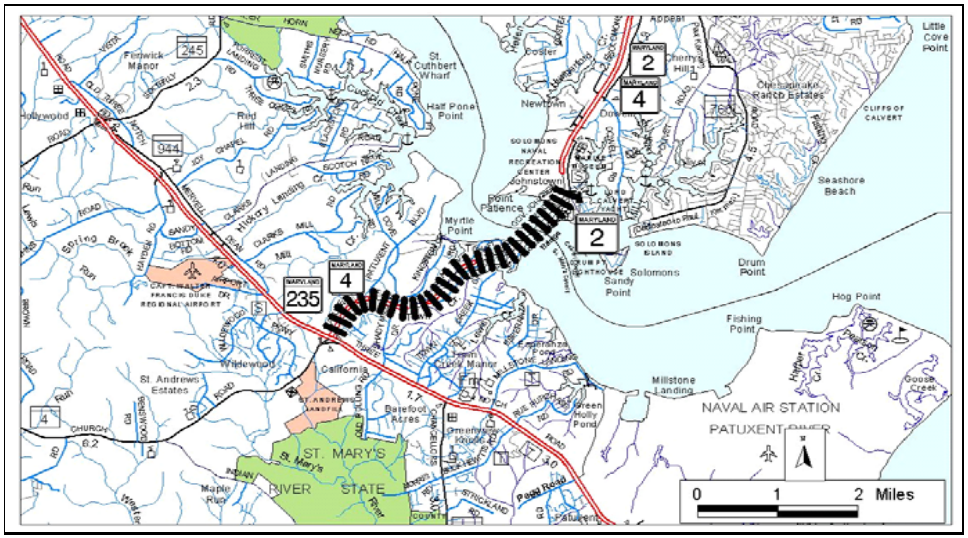
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,000

PROJECTED (2030) - 83,600



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $10.0 million to Engineering for the design of the bridge and $5.0 million to Engineering for the design of interim improvements along the corridor due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	3,938	250	377	470	0	0	0	1,097	0
Engineering	15,000	0	500	3,750	3,750	3,750	1,875	1,375	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,035	3,938	750	4,127	4,220	3,750	1,875	1,375	16,097	0
Federal-Aid	4,152	3,055	250	377	470	0	0	0	1,097	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200

STIP REFERENCE #SM3511 12/01/2013 The cost estimate is for the entire project in Calvert and St. Mary's counties.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

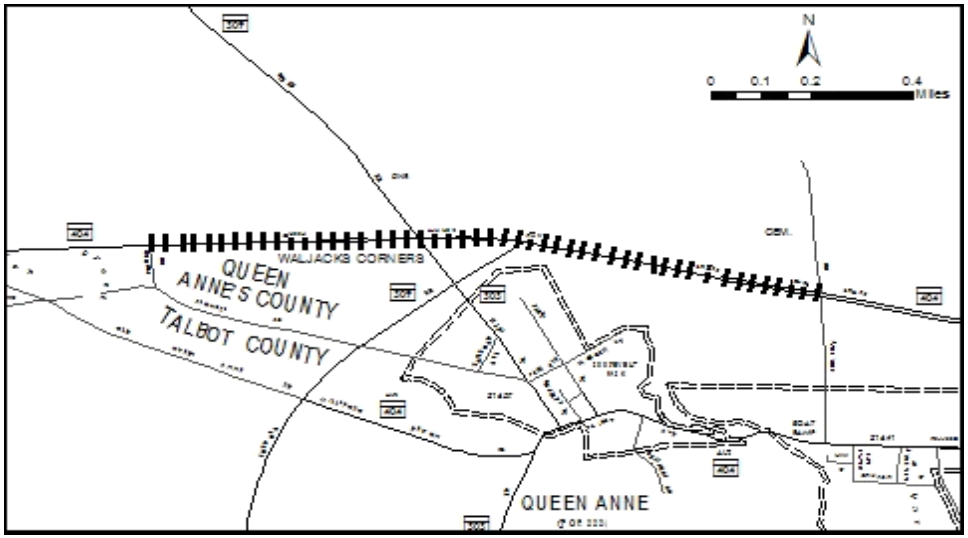
STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
1		Various locations in Calvert County; resurface	7,994	Under construction
		Safety/Spot Improvement		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Under construction
		Community Safety and Enhancements		
3	MD 231	Church Street; MD 2/4 to MD 765A, MD 756A from King George Way to 300 feet north of Main Street; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
4	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); urban reconstruct (Project on hold)		

SHA



CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $29.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,017	2,601	300	116	0	0	0	0	416	0
Right-of-way	6,182	101	3,132	1,300	1,649	0	0	0	6,081	0
Construction	29,595	0	2,168	7,283	9,210	10,934	0	0	29,595	0
Total	38,794	2,702	5,600	8,699	10,859	10,934	0	0	36,092	0
Federal-Aid	31,377	2,354	4,708	7,014	8,773	8,528	0	0	29,023	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

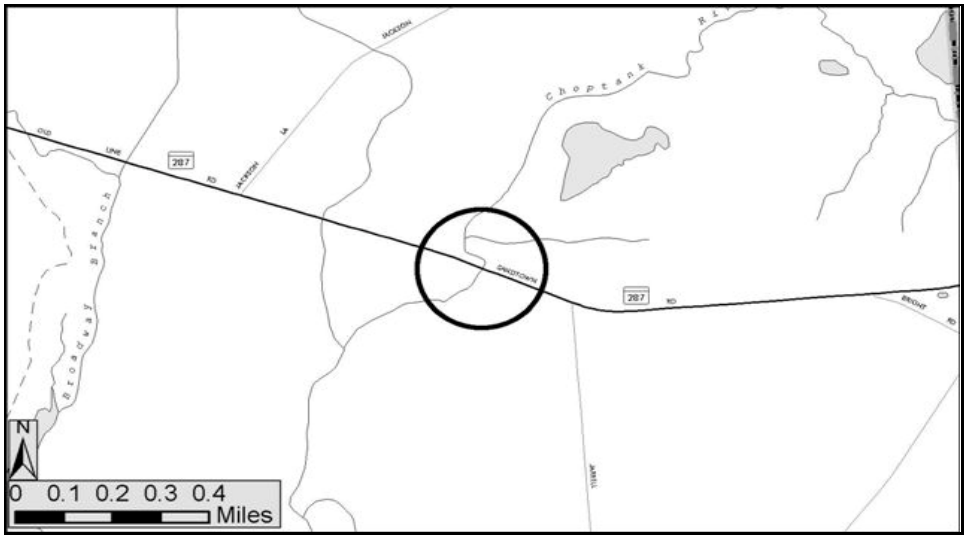
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 16,100

PROJECTED (2030) - 24,900

STIP REFERENCE #AW8962 12/01/2013 The estimated cost is for the entire project in Caroline and Queen Anne's counties.



PROJECT: MD 287, Sandtown Road

DESCRIPTION: Replaced Bridge 5002 over the Choptank River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,461	1,461	0	0	0	0	0	0	0	0
Right-of-way	173	171	2	0	0	0	0	0	2	0
Construction	4,472	3,750	722	0	0	0	0	0	722	0
Total	6,106	5,382	724	0	0	0	0	0	724	0
Federal-Aid	5,159	4,439	720	0	0	0	0	0	720	0

CLASSIFICATION:

STATE - Major Collector

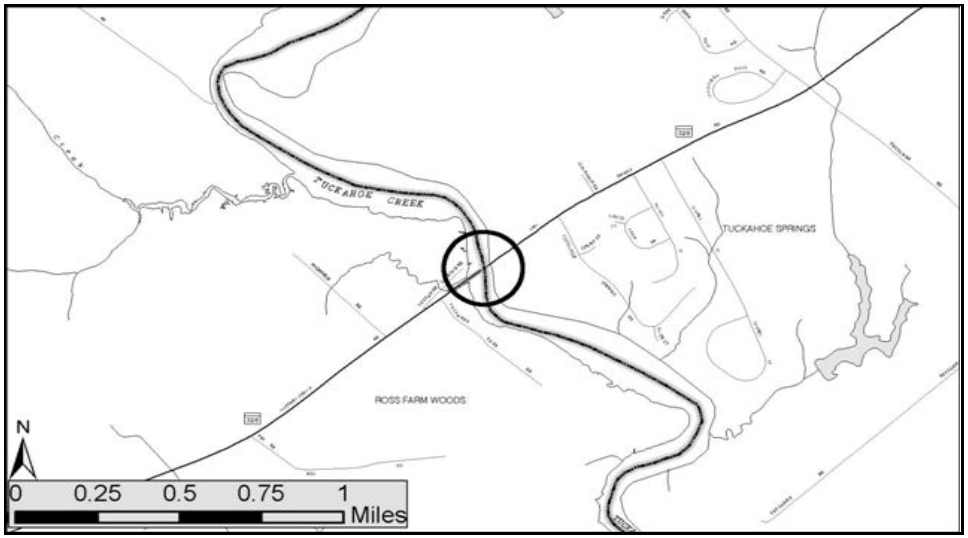
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 2,625

PROJECTED (2030) - 3,150



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,603	1,603	0	0	0	0	0	0	0	0
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0
Construction	13,979	13,924	55	0	0	0	0	0	55	0
Total	16,646	16,591	55	0	0	0	0	0	55	0
Federal-Aid	15,897	15,881	16	0	0	0	0	0	16	0

CLASSIFICATION:

STATE - Minor Arterial

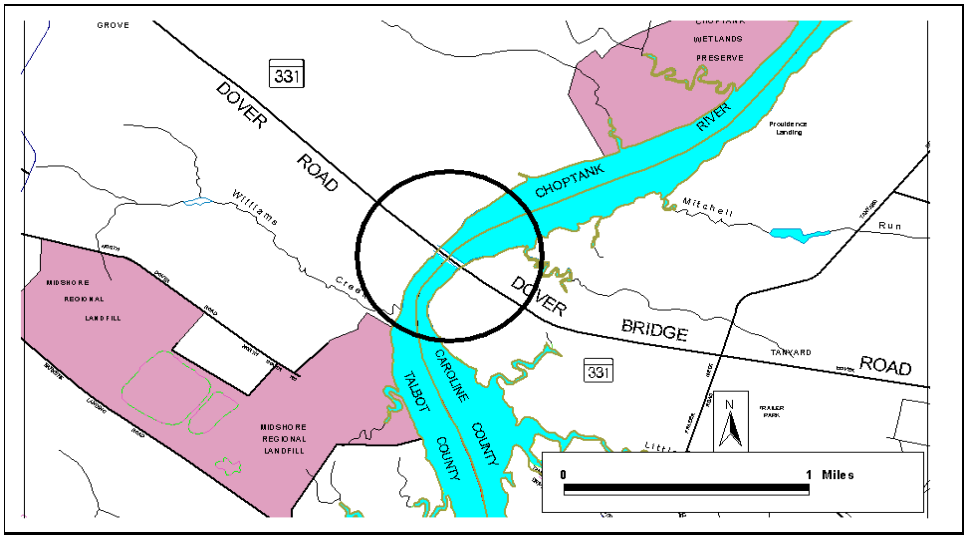
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $57.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	4,068	2	3,723	343	0	0	0	0	4,066	0
Construction	57,649	0	0	14,026	17,273	15,946	10,404	0	57,649	0
Total	63,976	2,261	3,723	14,369	17,273	15,946	10,404	0	61,715	0
Federal-Aid	45,007	1,342	3,043	10,086	12,091	11,162	7,283	0	43,665	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

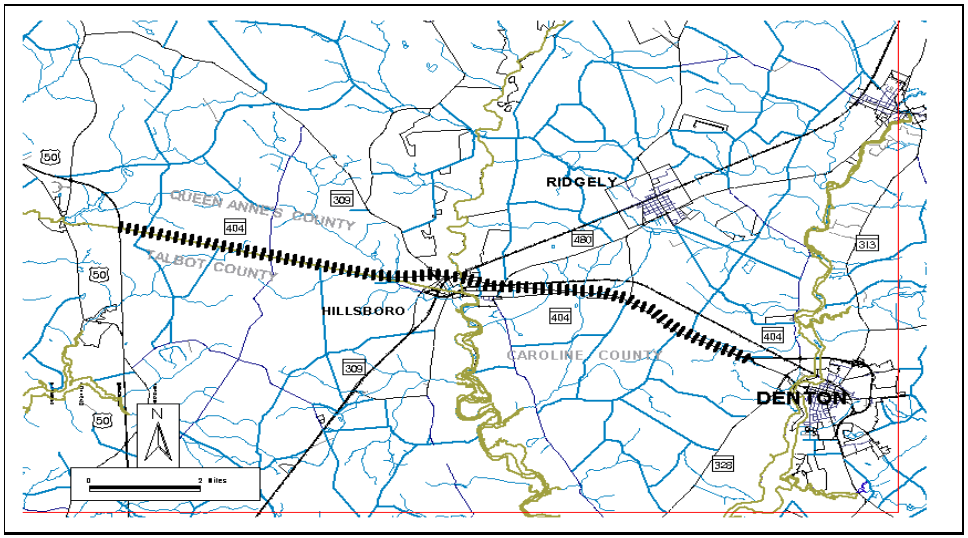
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100

STIP REFERENCE #TA3921 12/01/2013 The estimated cost is for the entire project in Caroline and Talbot counties.



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Caroline/Queen Anne's County Line 1).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,886	4,886	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,445	5,445	0	0	0	0	0	0	0	0
Federal-Aid	3,811	3,811	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 20,625
24,775 (Summer)

PROJECTED (2030) - 28,500
33,450 (Summer)

STIP REFERENCE #AW8961 12/01/2013 The estimated cost is for the entire project in Caroline, Queen Anne's and Talbot counties.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Caroline County; resurface	3,006	Completed
		Bridge Replacement/Rehabilitation		
2	MD 313	Reliance Road; Bridge 0502200 over Marshyhope Creek; bridge rehabilitation	2,882	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		At various locations in Caroline County; resurface	6,015	FY 2014
4		Various locations in Caroline County; patch and resurface	4,251	Under construction
5	MD 404	Shore Highway; Sennett Road to the Delaware State Line; resurface	2,313	Under construction
6	MD 404 Bus	Gay Street; 7th Street to 1st Street; resurface	537	FY 2014
7	MD 480	Main Street; from Cedar Lane to MD 313; resurfacing	573	Completed
		Bridge Replacement/Rehabilitation		
8	MD 328	New Bridge Road; bridge over Tuckahoe Creek; mitigation	355	Completed
		Safety/Spot Improvement		
9	MD 16	Harmony Road; Williston Lake Sluice Gate replacement; drainage improvement	255	FY 2014

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 619 B	Legion Road; 5th Street to MD 404; sidewalk improvements	81	FY 2014
		Community Safety and Enhancements		
11	MD 404 Alt	Main Street; Talbot County Line to Hillsboro town limit; urban reconstruct (Funded for preliminary engineering)	1,746	PE Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
12		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2014

SHA



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.58 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues, particularly at intersections.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This is the county's top priority for neighborhood conservation. This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added $19.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,768	2,266	234	189	79	0	0	0	502	0
Right-of-way	692	0	184	277	231	0	0	0	692	0
Construction	19,511	0	0	0	1,245	8,283	6,843	3,140	19,511	0
Total	22,971	2,266	418	466	1,555	8,283	6,843	3,140	20,705	0
Federal-Aid	2,559	1,548	338	410	263	0	0	0	1,011	0

CLASSIFICATION:

STATE - Other Principal Arterial

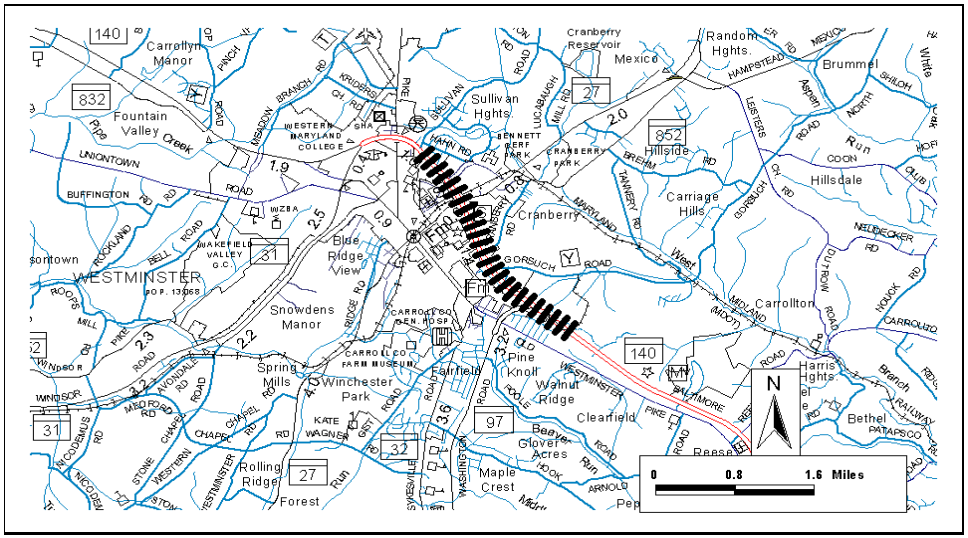
FEDERAL - Other Principal Arterial

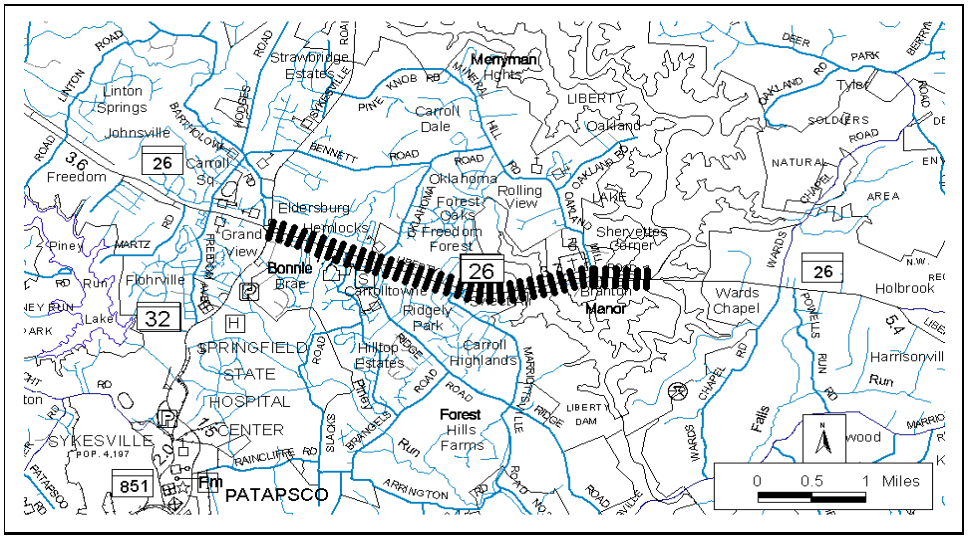
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 19,000

PROJECTED (2030) - 24,650


WESTMINSTER
Carrollton
Hillsdale
Carriage Hills
Cranberry
Blue Ridge View
Snowdens Manor
Spring Mills
Winchester Park
Fairfield
Pine Knoll
Walnut Ridge
Clearfield
Glover Acres
Maple Crest
Rolling Ridge Forest
Harris Hghts.
Bethel
Fountain Valley
Carrollyn Manor
Sullivan Hghts.
Random Hghts.
Brummel
Mexico
Cranberry Reservoir
Western Maryland College
Carroll Co. Gen. Hosp.
Carroll Co. Farm Museum
Wakefield Valley G.C.
Bennett Cerf Park
Cranberry Park
Uniontown
Buffington Road
Gorsuch Road
Baltimore Boulevard
Hampstead Hill Road
Maryland Avenue
Old Westminster Road
Pole Cat Run
Deep Run
Meadow Branch
Dennings Chapel
Kate Wagner Road
Lucabaugh Mill Road
Tawney Road
Nelbecker Road
Hollow Road
Hook Road
Carrollton Road
Bethel Patapsco Road
Reese Road
Arnold Road
Sykesville Road
Washington Road
Stone Chapel Road
Nicodemus Road
Windsor Mill Road
Old Frederick Road
Liberty Road
Meadow Road
Ridge Road
Rockland Road
Bell Road
Pine Ridge Road
Avondale Road
Medford Road
Chapel Road
Wagner Road
Gist Road
Fairfield Road
Pine Knoll Road
Walnut Ridge Road
Pole Cat Road
Clearfield Road
Reese Road
Arnold Road
Hook Road
Run Road
Hollow Road
Carrollton Road
Bethel Road
Harris Hghts. Road
Hillside Road
Brehm Road
Lusters Road
Aspen Road
North Road
Shiloh Road
Odon Road
Nelbecker Road
Hampstead Hill Road
Maryland Avenue
Old Westminster Road
Pole Cat Run
Deep Run
Meadow Branch
Dennings Chapel
Kate Wagner Road
Lucabaugh Mill Road
Tawney



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split planning cost and County contributing $1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 27,475 - 36,300

PROJECTED (2030) - 28,400 - 41,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Safety/Spot Improvement		
1	MD 140	Baltimore Boulevard; MD 91 to Market Street; guardrail	898	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
2		Various locations in Carroll County; resurface	10,501	FY 2014
3	MD 140	Baltimore Boulevard; west of Sandymount Road to west of MD 91; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,741	FY 2014
4	MD 140	Baltimore Boulevard; west of Sandymount Road to Market Street; resurface	4,403	Under construction
		Safety/Spot Improvement		
5	MD 30 Bus	Main Street; near West Street; drainage improvement	530	Under construction
6	MD 97	Littlestown Pike; at Stone Road; intersection reconstruct	3,300	Under construction
7	MD 140	Taneytown Pike; at Pleasant Valley Road; geometric improvements	3,890	FY 2015
8	MD 808 A	South Main Street; Hood Street to Station Circle; ADA improvements	521	Under construction
		Community Safety and Enhancements		
9	MD 31	High Street; Coe Drive to Church Street; urban reconstruct (Funded for preliminary engineering)	2,023	PE Underway

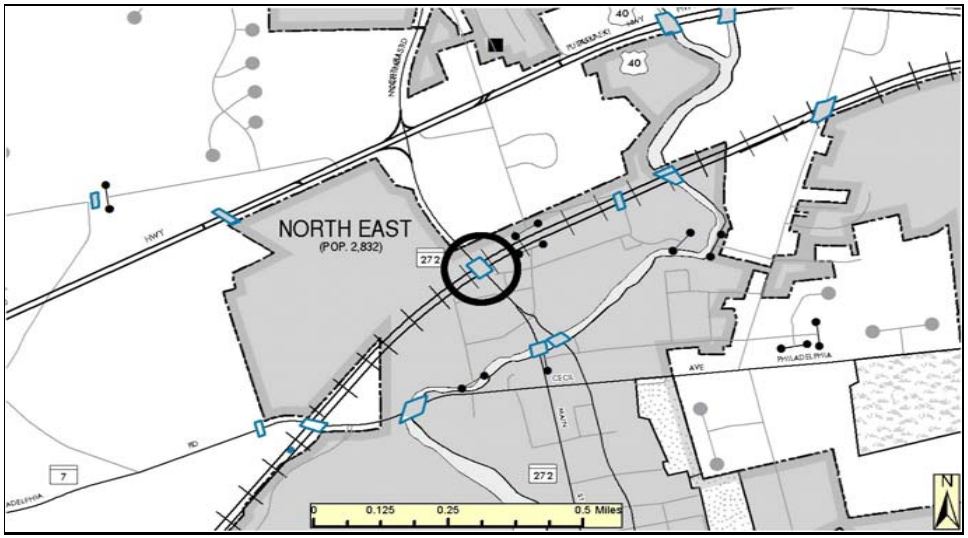
STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Enhancements		
		Environmental Mitigation		
10		Finksburg Industrial Park Stormwater Management Facility	761	FY 2014
11		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	FY 2014
12		Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.	454	Completed

SHA



CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing bridge is structurally deficient and functionally obsolete. The new bridge will have sidewalks for pedestrians and wide shoulders for bicycles.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $2.3 million is due to the need for additional right-of-way not included in the initial estimate.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,273	2,021	1,252	0	0	0	0	0	1,252	0
Right-of-way	1,196	0	514	682	0	0	0	0	1,196	0
Construction	12,671	82	815	5,684	5,238	852	0	0	12,589	0
Total	17,140	2,103	2,581	6,366	5,238	852	0	0	15,037	0
Federal-Aid	13,409	1,638	2,041	4,979	4,086	665	0	0	11,771	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 23,675

PROJECTED (2030) - 37,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

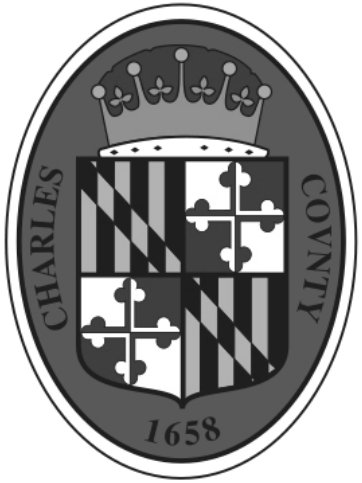
STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Cecil County; resurface	3,290	Completed
2	MD 279	Elkton Newark Road; Elkton Municipality Limits at Belle Hill Road to the Delaware State Line; resurface	1,527	Completed
		Safety/Spot Improvement		
3	US 40	Pulaski Highway; MD 222 to Delaware State Line; guardrail	2,494	Completed
		Intersection Capacity Improvements		
4	MD 781	Delancy Road; north of US 40 to Suburban Drive; geometric improvements	623	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
5		At various locations in Cecil County; resurface	5,993	FY 2014
6		Various locations in Cecil County; patch and resurface	3,350	FY 2014
7	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,100	FY 2015
8	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	3,409	Under construction
9	MD 222	Perryville Road; US 40 to I 95; resurface	1,194	FY 2014
10	MD 282	Main Street; Western Corporate Town Limit of Cecilton to MD 213; resurface	566	Under construction

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)

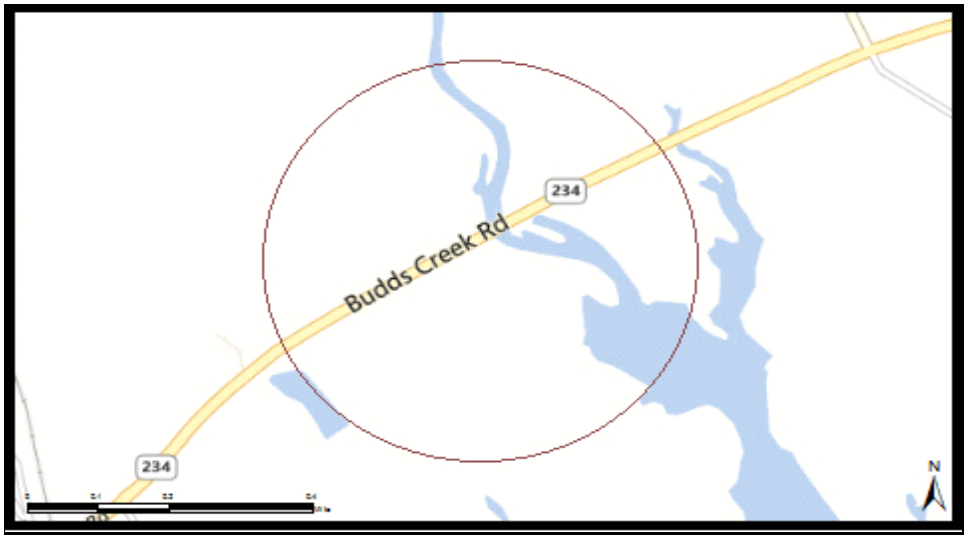
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Bridge Replacement/Rehabilitation		
11		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean and paint bridges	1,363	FY 2014
		C.H.A.R.T. Projects		
12		CHART DMS Deployment in Cecil County	504	FY 2014
		Truck Weight		
13	US 301	Blue Star Memorial Highway; at MD 299; CCTV cameras at Cecilton Weigh Station	327	FY 2014
		TMDL Compliance		
14		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	858	FY 2014
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
15		Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail	585	FY 2015

SHA





CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace the temporary bridge over Allens Fresh Run.

PURPOSE & NEED SUMMARY STATEMENT: The original bridge was damaged during hurricane Lee in 2011. A temporary bridge was put in place in the fall of 2011 to reopen MD 234 to traffic. This new bridge will replace the temporary bridge.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: MD 234 provides a critical east west link in the State roadway system. Widening and reconstructing this structure supports this movement. The replacement structure is designed to have increased resiliance to natural hazards including large storms.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,285	1,285	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,490	50	2,203	237	0	0	0	0	2,440	0
Total	3,775	1,335	2,203	237	0	0	0	0	2,440	0
Federal-Aid	3,475	1,053	2,186	236	0	0	0	0	2,422	0

CLASSIFICATION:

STATE - Rural Minor Arterial

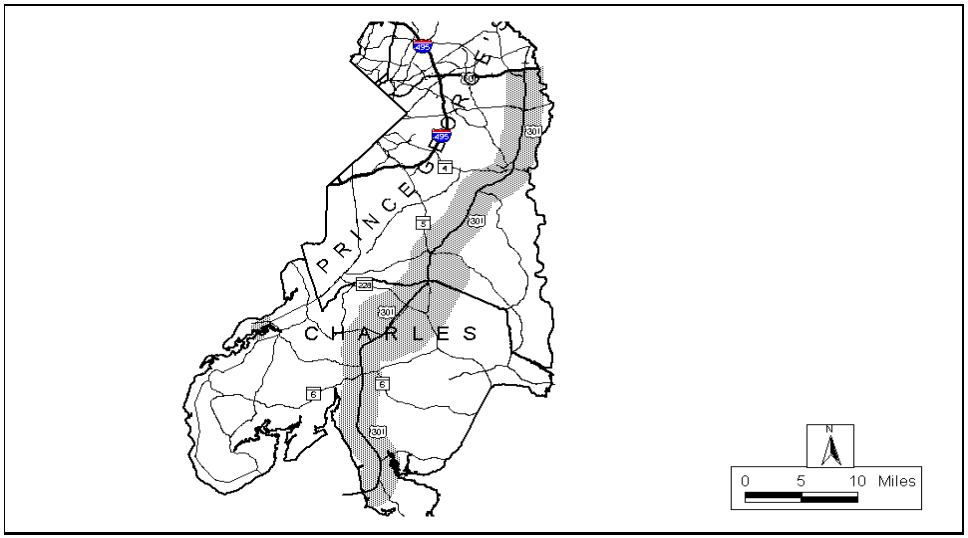
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,500

PROJECTED (2030) - 10,500



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, Waldorf Area Project (Line 3)
Southern Maryland Mass Transportation Analysis (MTA)
MD 3, US 50 to MD 32 (Prince George's Line 15)
MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 17)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 18)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,744	10,744	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	2,651	3,000	3,000	3,090	3,910	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,413	55,752	10	2,651	3,000	3,000	3,090	3,910	15,661	0
Federal-Aid	7,524	7,521	0	0	0	0	0	0	0	3

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

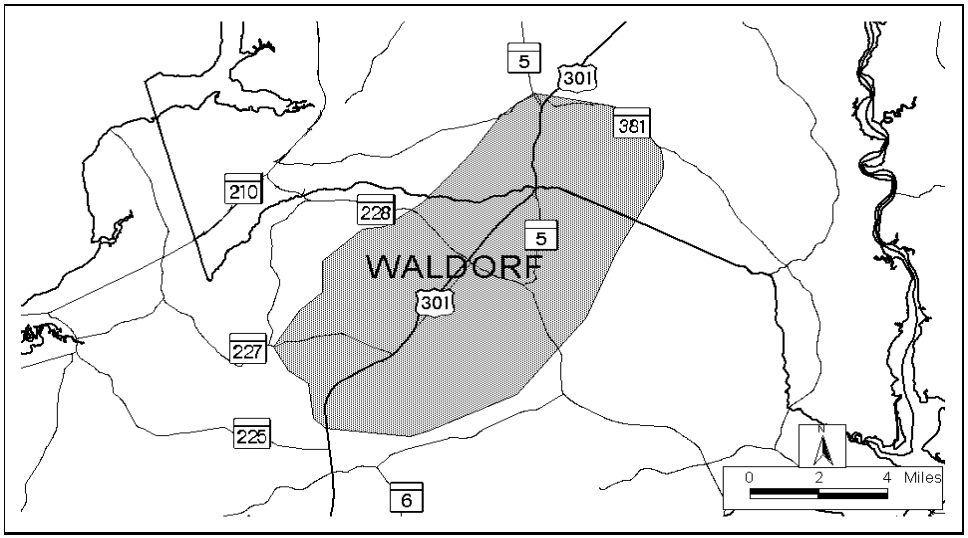
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 19,850(Charles) - 91,100 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)

STIP REFERENCE #AW5341 12/01/2013 The estimated cost is for the entire project in Charles and Prince George's counties.



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet To Be Determined	☐	Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, US 301 to I-95/I-495 (Prince George's Line 17)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 18)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,637	9,637	200	1,740	1,640	1,420	0	0	5,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,637	9,637	200	1,740	1,640	1,420	0	0	5,000	0
Federal-Aid	8,502	7,039	0	1,463	0	0	0	0	1,463	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)

STIP REFERENCE #AT8661 12/01/2013 The estimated cost is for the entire project in Charles and Prince George's counties.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Safety/Spot Improvement		
1	US 301	Crain Highway; Mitchell Road to Billingsley Road; guardrail	874	Completed
		Environmental Preservation		
2	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	1,185	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		Various locations in Charles County; resurface	8,577	Under construction
4		Various locations in Charles County; resurface	4,978	Under construction
		Safety/Spot Improvement		
5		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
6	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2015
7	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	Under construction
8	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	Under construction
		Community Safety and Enhancements		
9	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	738	Under construction

SHA



DORCHESTER COUNTY



PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing shop does not meet the current needs of the shop to maintain the roads in Cambridge and Dorchester County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☒ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $2.7 million is due to a revised estimate for HVAC, electrical systems and other building upgrades.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,824	570	1,254	0	0	0	0	0	1,254	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,469	0	0	4,733	6,041	4,695	0	0	15,469	0
Total	17,293	570	1,254	4,733	6,041	4,695	0	0	16,723	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM : NA

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - NA

PROJECTED (2030) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

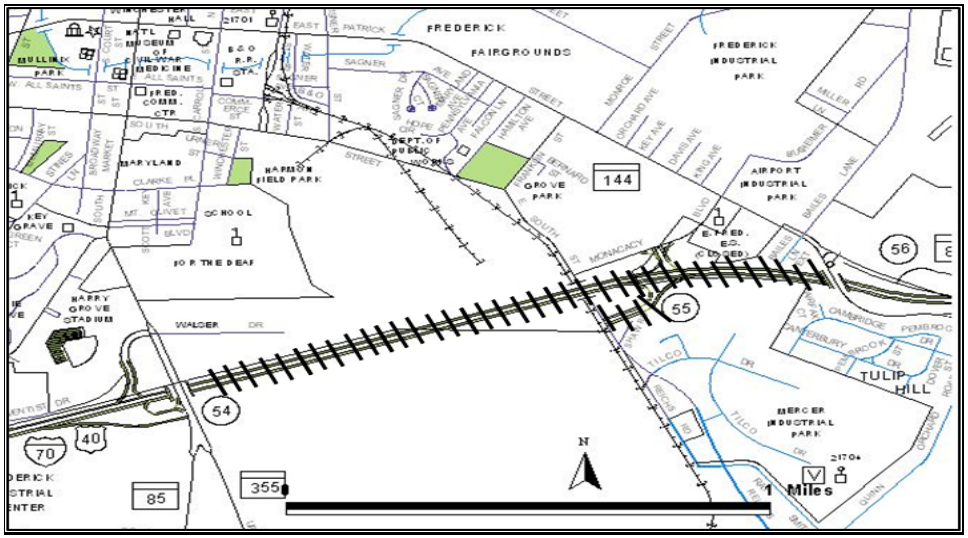
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
1		Various locations in Dorchester County; resurface	3,681	Under construction
2	US 50	Ocean Gateway; Chateau Road to Linkwood Drive; resurface	1,350	FY 2015
		Community Safety and Enhancements		
3	MD 16	Church Creek Road; in Church Creek; drainage improvement/roadway construct/pedestrian improvement (Project on hold)		
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
4		Harriet Tubman Underground Railroad Visitor Center	8,500	FY 2014

SHA



FREDERICK COUNTY



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Widen I-70 east of MD 355 to east of MD 144 (1.57 miles), replace the I-70 bridge over Reich's Ford Road. The existing ramps to Monocacy Boulevard and Reich's Ford Road are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the four lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144FA (Line 6)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,116	2,887	10	219	0	0	0	0	229	0
Construction	41,643	36,453	5,190	0	0	0	0	0	5,190	0
Total	44,759	39,340	5,200	219	0	0	0	0	5,419	0
Federal-Aid	43,645	38,340	5,108	197	0	0	0	0	5,305	0

CLASSIFICATION:

STATE - Principal Arterial

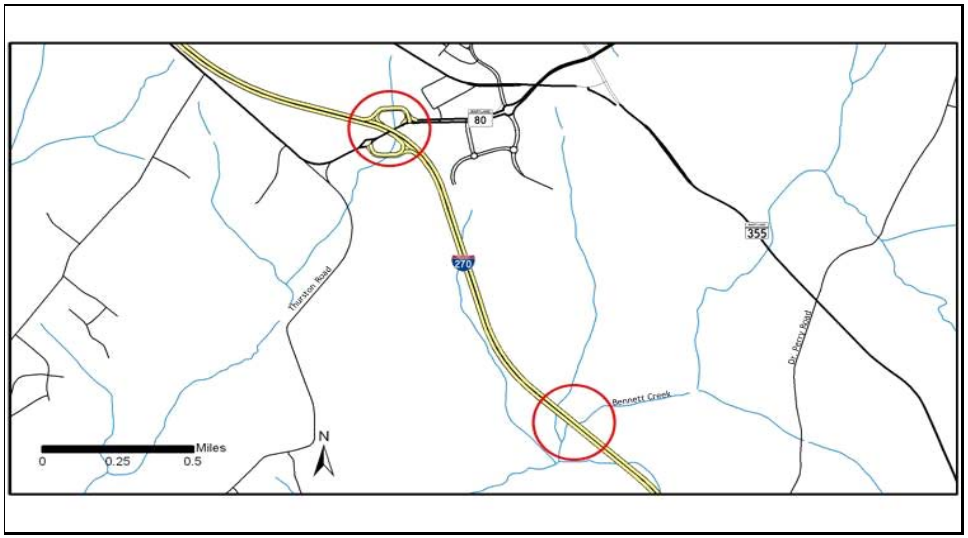
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 84,850

PROJECTED (2030) - 102,900



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced decks and widened Bridges 10078 and 10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures were structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multi-Modal Corridor Study (Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structures were structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,776	1,776	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,976	9,368	590	0	0	0	0	0	590	18
Total	11,752	11,144	590	0	0	0	0	0	590	18
Federal-Aid	11,207	10,622	585	0	0	0	0	0	585	0

CLASSIFICATION:

STATE - Rural Interstate

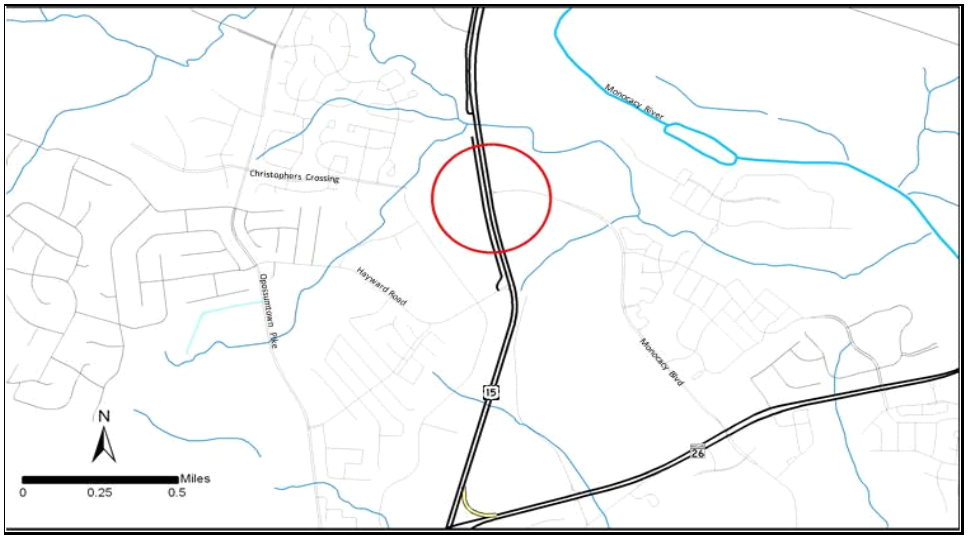
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 79,725 (I-270)
20,600 (MD 80)

PROJECTED (2030) - 141,000 (I-270) 34,500 (MD 80)



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange at Monocacy Boulevard including a Park-and-Ride lot. This project will include appropriate bicycle and pedestrian facilities. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development. The project will close the existing at-grade intersection at US 15 and Hayward Road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The new interchange will impove safety and operations for all roadway users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility. This intersection will also support ongoing and planned growth.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is providing $1.4 million to proceed with engineering. The City has also committed $1.4 million for engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $11.8 million to Right-of-Way and $57.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	473	473	0	0	0	0	0	0	0	0
Engineering	3,003	1,095	324	171	1,413	0	0	0	1,908	0
Right-of-way	11,846	0	3,748	6,425	1,673	0	0	0	11,846	0
Construction	57,104	0	0	6,008	8,925	10,992	10,992	10,992	47,909	9,195
Total	72,426	1,568	4,072	12,604	12,011	10,992	10,992	10,992	61,663	9,195
Federal-Aid	10,457	675	3,246	5,214	1,322	0	0	0	9,782	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

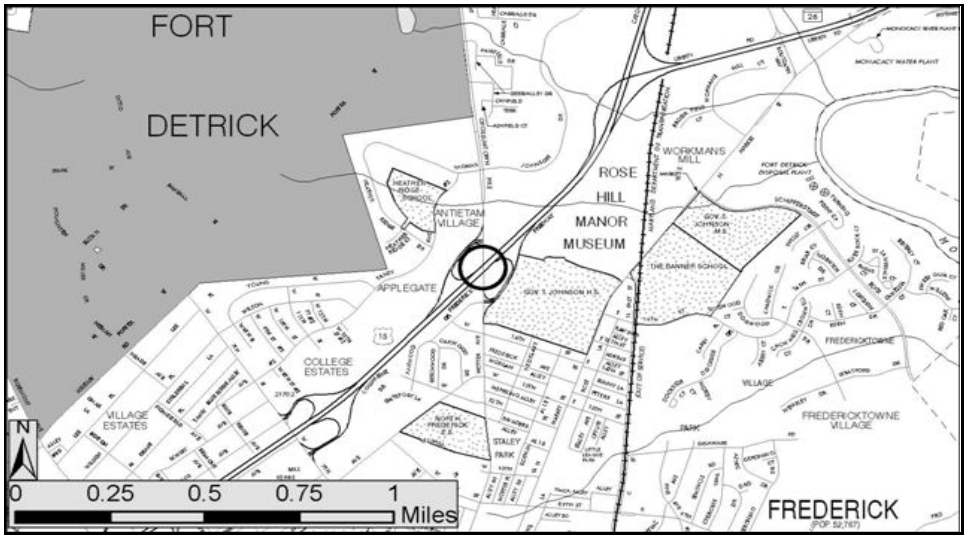
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 44,650

PROJECTED (2030) - 75,600



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10098 on Motter Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 3)
I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $1.3 million is due to additional utility needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,250	1,250	0	0	0	0	0	0	0	0
Right-of-way	978	961	17	0	0	0	0	0	17	0
Construction	13,452	7,697	4,638	1,117	0	0	0	0	5,755	0
Total	15,680	9,908	4,655	1,117	0	0	0	0	5,772	0
Federal-Aid	14,999	9,242	4,640	1,117	0	0	0	0	5,757	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

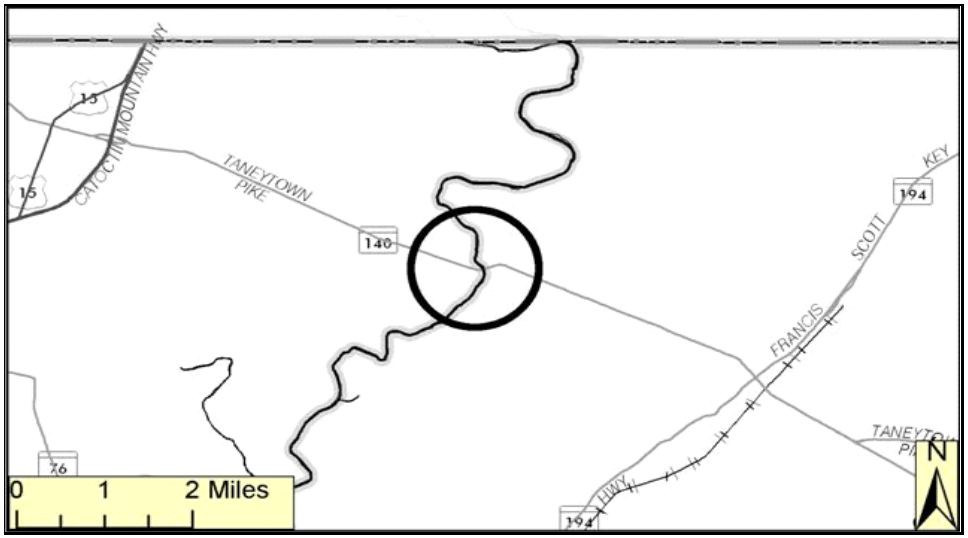
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 85,775

PROJECTED (2030) - 102,125



PROJECT: MD 140, Taneytown Pike

DESCRIPTION: Replace Bridge 10065 over Monocacy River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	228	228	0	0	0	0	0	0	0	0
Construction	4,479	2,342	2,137	0	0	0	0	0	2,137	0
Total	4,707	2,570	2,137	0	0	0	0	0	2,137	0
Federal-Aid	4,596	2,459	2,137	0	0	0	0	0	2,137	0

CLASSIFICATION:

STATE - Other Principal Arterial

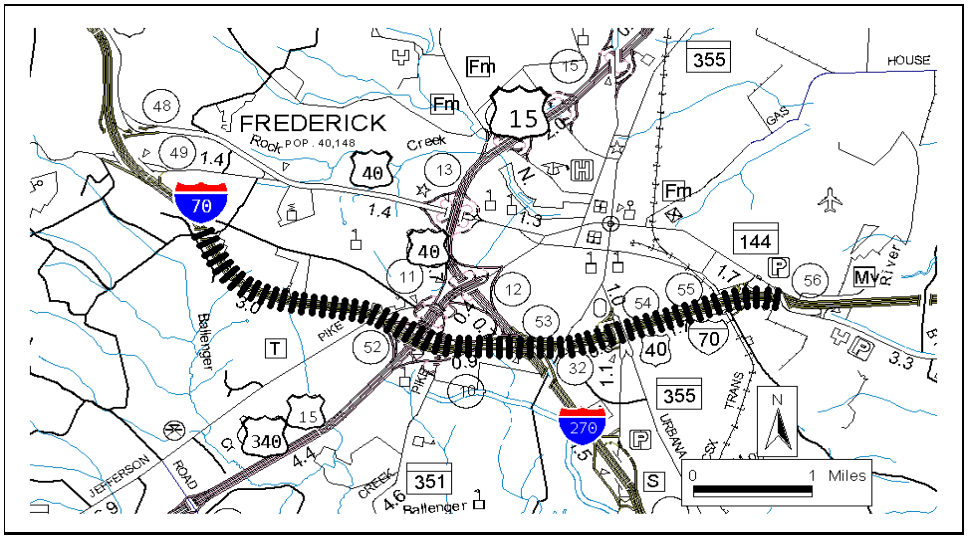
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 5,675

PROJECTED (2030) - 7,150



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mount Phillip Road to MD 144 FA (Phase 4) (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing four lane section to six lanes and reconstruction of the interchanges.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Phase 2D (Line 1)
I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,723	6,723	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,467	29,467	0	0	0	0	0	0	0	0
Federal-Aid	13,631	13,631	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

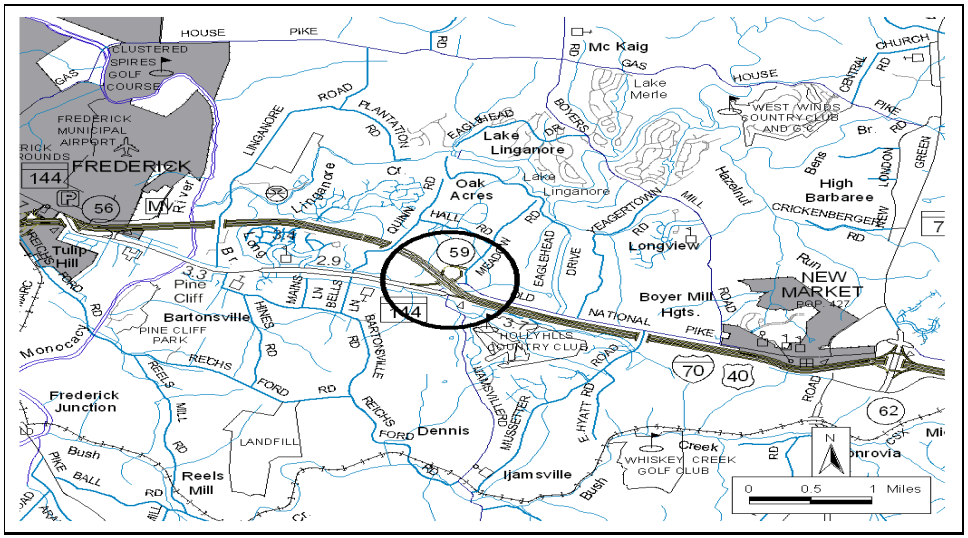
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 95,725

PROJECTED (2030) - 176,925



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing eastbound off-ramp from I-70 and westbound on-ramp to I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

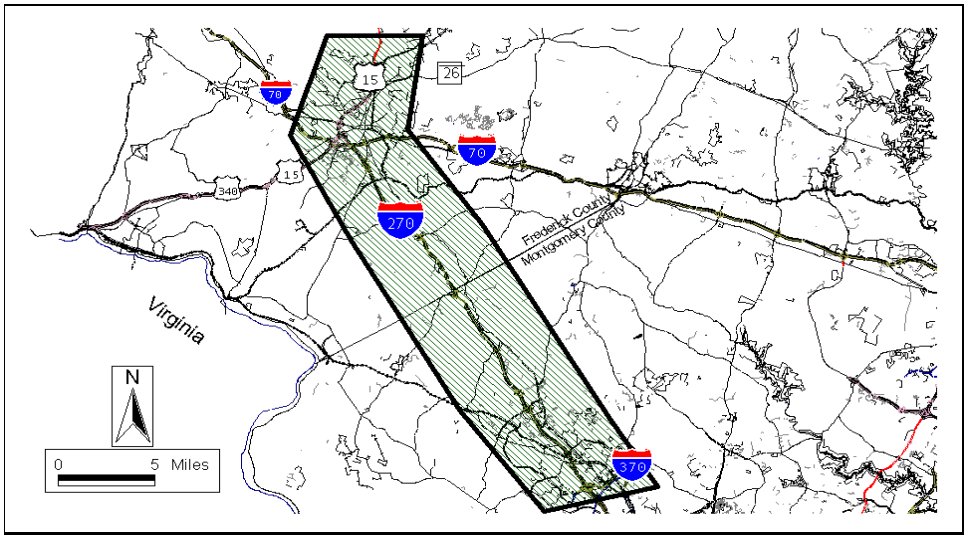
FEDERAL - Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 68,000

PROJECTED (2030) - 116,500



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 3)
I-70, Mt. Phillip Road to MD 144 (Line 6)
I-270, Interchange at Watkins Mill Road (Montgomery County Line 1)
MD 200, InterCounty Connector (Montgomery County Line 3)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,428	17,428	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,535	18,535	0	0	0	0	0	0	0	0
Federal-Aid	14,396	14,396	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

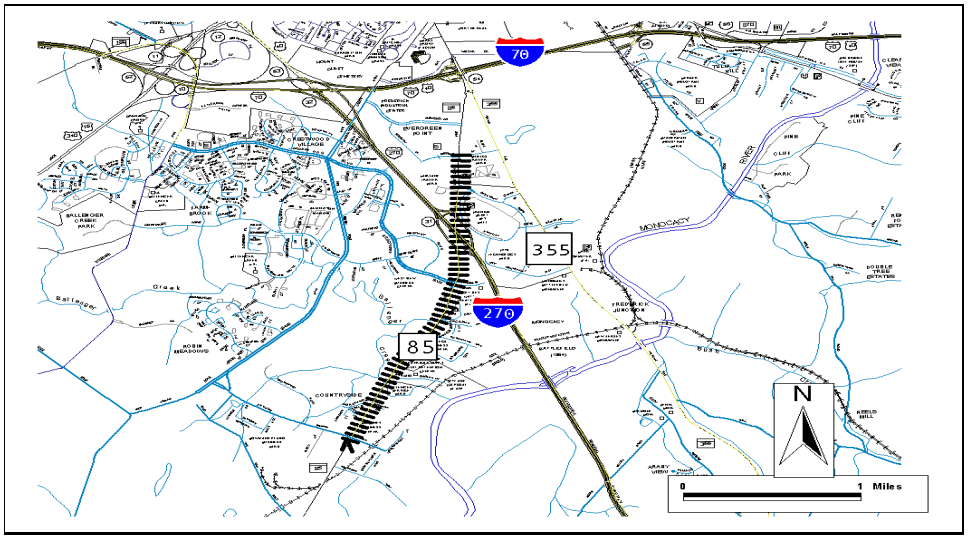
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,400 - 102,000 (US -15)
79,725 - 212,500 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). The project will include six-foot bicycle lanes.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 8)

STATUS: Partial Engineering for Phase 1 underway. County funding partial Engineering for $1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	1,491	750	746	750	1,617	0	0	3,863	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,885	2,022	750	746	750	1,617	0	0	3,863	0
Federal-Aid	3,259	200	631	582	585	1,261	0	0	3,059	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 9,450 - 46,675

PROJECTED (2030) - 16,175 - 64,000



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development. This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144 (Line 6)
I-270/US 15, Multi-Modal Corridor Study (Line 8)
Butterfly Lane Improvements (Frederick City)

STATUS: Project Planning underway. Frederick County contributed $0.5 million to Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,271	1,683	30	558	0	0	0	0	588	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,271	1,683	30	558	0	0	0	0	588	0
Federal-Aid	588	0	30	558	0	0	0	0	588	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 28,050

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	US 15 NB	Catoctin Mountain Highway; MD 26 to north of Angleberger Road; resurface	3,255	Completed
2	US 15 SB	Catoctin Mountain Highway; Roddy Road to Structure 10182; resurface	2,282	Completed
3	I 70 EB	Eisenhower Memorial Highway; US 15 to New Design Road; resurface	2,213	Completed
		Safety/Spot Improvement		
4	US 15	Catoctin Mountain Highway; at Mountville Road; geometric improvements	820	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
6		Various locations in Frederick County; resurface	10,059	Under construction
7	US 15 NB	Catoctin Mountain Highway; north of Angleberger Road to Owens Creek Structure 10004; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,702	FY 2014
8	I 270 NB	Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013)	3,766	FY 2014

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Bridge Replacement/Rehabilitation		
9		10 existing bridges on MD 383, MD 75, US 15, US 340 and I 70; clean and paint bridges	1,757	FY 2014
10	MD 26	Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge	2,166	Under construction
		Community Safety and Enhancements		
11	US 40 ALT	Old National Pike; through Middletown; urban reconstruct (Funded for preliminary engineering)	2,785	PE Underway
12	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
13	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	2,474	PE Underway
		Commuter Action Improvements		
14	MD 17	Myersville Middletown Road; at Ventrie Court; ridesharing facilities	1,411	FY 2014
		Sidewalks		
15	MD 17	Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013)	552	FY 2014
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
16		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11 (cont'd)

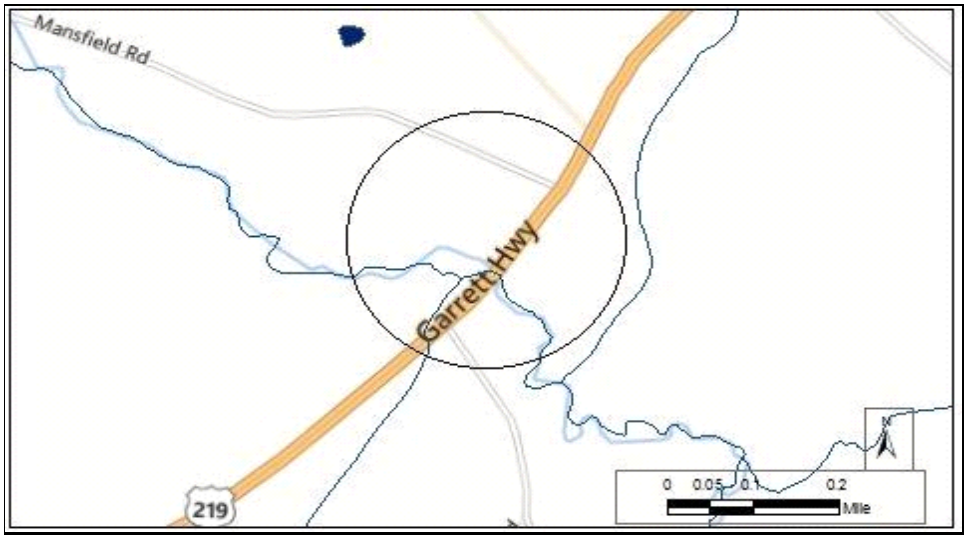
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities		
17		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2014
18		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2014

SHA





GARRETT COUNTY



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replace Bridge 11023 over Cherry Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and due for replacement.

STATUS: Engineering and Right-of-Way underway. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,402	807	595	0	0	0	0	0	595	0
Right-of-way	162	15	104	43	0	0	0	0	147	0
Construction	2,141	0	1,104	1,010	12	12	3	0	2,141	0
Total	3,705	822	1,803	1,053	12	12	3	0	2,883	0
Federal-Aid	2,774	635	1,341	798	0	0	0	0	2,139	0

CLASSIFICATION:

STATE - Rural Minor Arterial

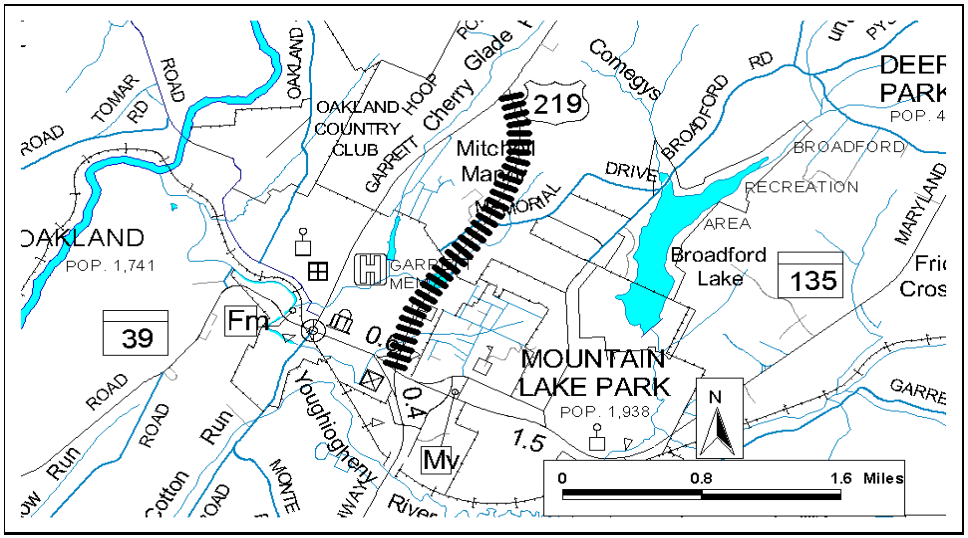
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 4,700

PROJECTED (2030) - 4,800



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, MD 135 to the North Corporate Limits of Oakland (System Preservation Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,014	4,014	0	0	0	0	0	0	0	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,705	9,705	0	0	0	0	0	0	0	0
Federal-Aid	3,454	3,454	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

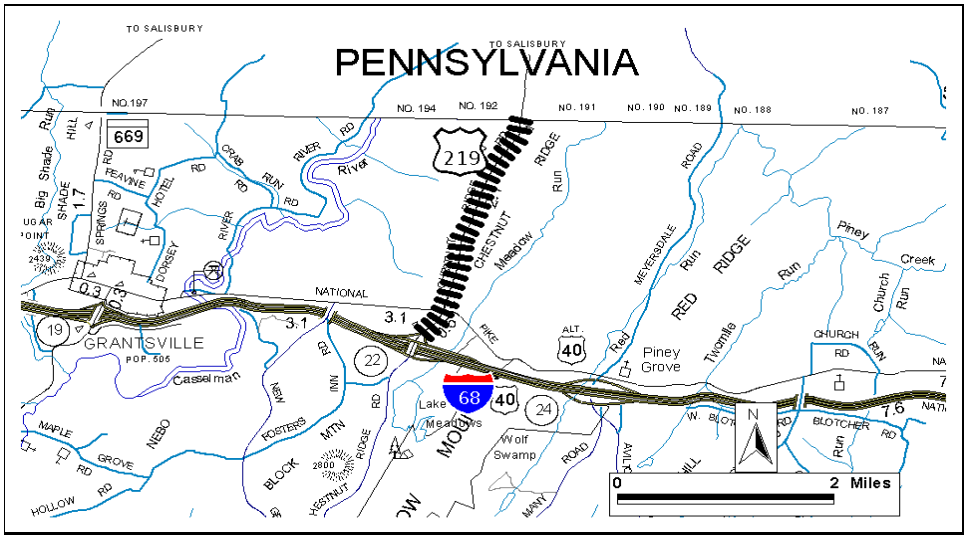
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,600- 17,550

PROJECTED (2030) - 7,800 (Bypass)
18,200 (US 219)


PENNSYLVANIA
TO SALISBURY
NO. 197
NO. 194
NO. 192
NO. 191
NO. 190
NO. 189
NO. 188
NO. 187
669
219
River
RIDGE
ROAD
CHESTNUT
Meadow
MEYERSDALE
Run
RIDGE
Piney
Creek
Church
Run
RED
Twomile
Run
NATIONAL
PIKE
ALT.
40
Red
Piney
Grove
GRANTSVILLE
POP. 505
Casselman
3.1
3.1
0.3
0.3
1.7
1.6
19
22
68
40
24
Lake
Meadows
Wolf
Swamp
ROAD
GRANTSVILLE
GRANTSVILLE
GRANTSVILLE

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 4

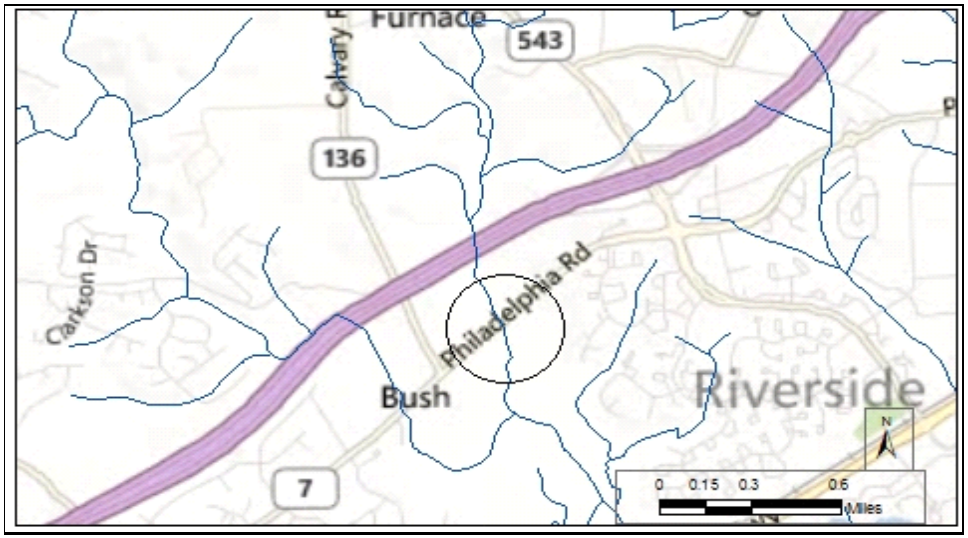
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	US 40 ALT	National Pike; US 40 to west corporate limits of Grantsville; resurface	3,173	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
2		Various locations in Garrett County; resurface	5,686	Under construction
3	I 68	National Freeway; Shade Hollow Road Bridge to Lower New Germany Road Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,366	FY 2014
4	MD 135	Maryland Highway; MD 495 to MD 38B; safety and resurface	2,366	Under construction
		Bridge Replacement/Rehabilitation		
5	US 219	Garrett Highway; at Fox Den Road; miscellaneous	1,814	Under construction
		Safety/Spot Improvement		
6	MD 495	Bittinger Road; at New Germany Road; geometric improvements	967	FY 2014
		Community Safety and Enhancements		
7	US 219	Oak Street/Third Street; MD 135 to the north corporate limits of Oakland; urban reconstruct improvements (Funded for preliminary engineering)	2,505	PE Underway
8	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; urban reconstruct (Project on hold)		

SHA





HARFORD COUNTY



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Replacement of the MD 7 (Philadelphia Road) bridge over James Run. Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the existing deteriorated bridge and will provide additional width for improved safety and operations. A wider shoulder will accommodate bicycles.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, at MD 7/MD 159 (Phase 1) (Line 7)
US 40, at MD 7/MD 159 (Phase 2) (Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The deteriorated bridge is a major link along the MD 7 corridor. The MD 7 corridor serves as an alternate route to I-95 for the Abingdon and Belcamp communities in Harford County. The new structure will provide 5' shoulders on both sides of the roadway and meets the ADA standards and SHA bicycle requirements.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,071	954	94	23	0	0	0	0	117	0
Right-of-way	143	0	74	69	0	0	0	0	143	0
Construction	3,775	0	1,236	2,539	0	0	0	0	3,775	0
Total	4,989	954	1,404	2,631	0	0	0	0	4,035	0
Federal-Aid	3,317	283	1,036	1,998	0	0	0	0	3,034	0

CLASSIFICATION:

STATE - Urban Minor Arterial

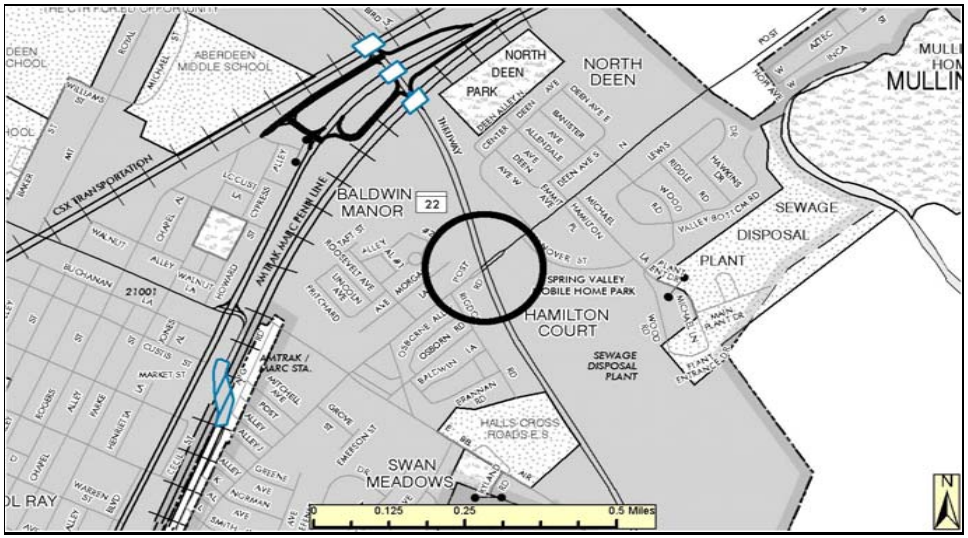
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 12,500

PROJECTED (2030) - 22,600



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) supporting BRAC expansion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Beards Hill Road (Line 3)
MD 22, at MD 462 (Line 4)
US 40, Interchange at MD 715 (Line 6)
MD 159, Perryman Access (Line 10)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,452	302	583	486	81	0	0	0	1,150	0
Construction	7,403	0	1,021	2,888	3,494	0	0	0	7,403	0
Total	8,855	302	1,604	3,374	3,575	0	0	0	8,553	0
Federal-Aid	7,307	302	1,354	2,736	2,915	0	0	0	7,005	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 23,000

PROJECTED (2030) - 49,700



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Beards Hill Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to Aberdeen Proving Grounds and commercial activities in the area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 2)
MD 22, at MD 462 (Line 4)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $1.0 million to Right-of-Way and $11.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 8 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,801	2	2,459	1,307	1,033	0	0	0	4,799	0
Construction	11,330	0	0	3,399	4,668	3,263	0	0	11,330	0
Total	16,131	2	2,459	4,706	5,701	3,263	0	0	16,129	0
Federal-Aid	12,581	2	1,917	3,670	4,447	2,545	0	0	12,579	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

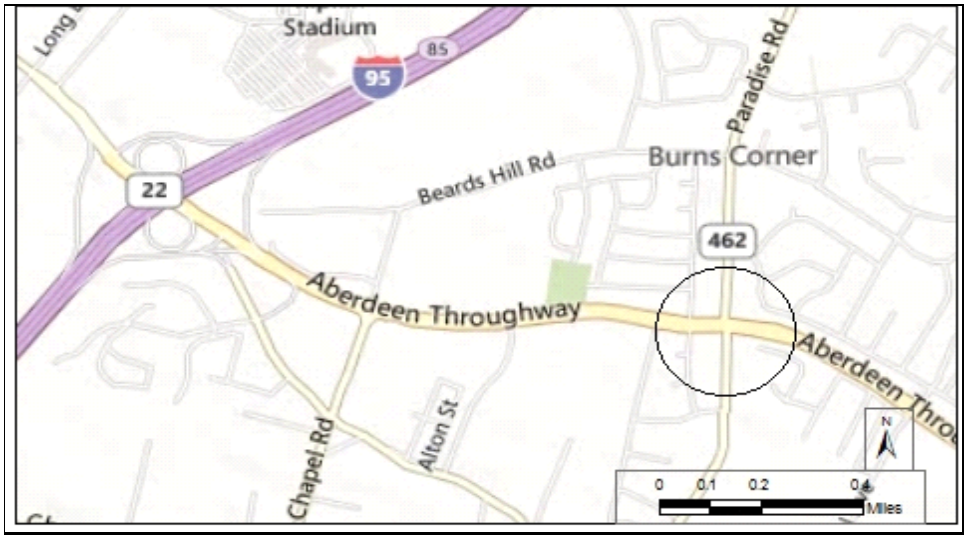
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 23,500

PROJECTED (2030) - 49,400



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at MD 462 (Paradise Road) (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and MD 462 intersections. It will improve access to Aberdeen Proving Grounds.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 2)
MD 22, at Beards Hill Road (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $1.6 million to Right-of-Way and $10.9 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 8 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,383	5,265	3,100	1,018	0	0	0	0	4,118	0
Construction	10,918	0	0	1,310	4,122	5,486	0	0	10,918	0
Total	20,301	5,265	3,100	2,328	4,122	5,486	0	0	15,036	0
Federal-Aid	6,071	4,107	1,170	794	0	0	0	0	1,964	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

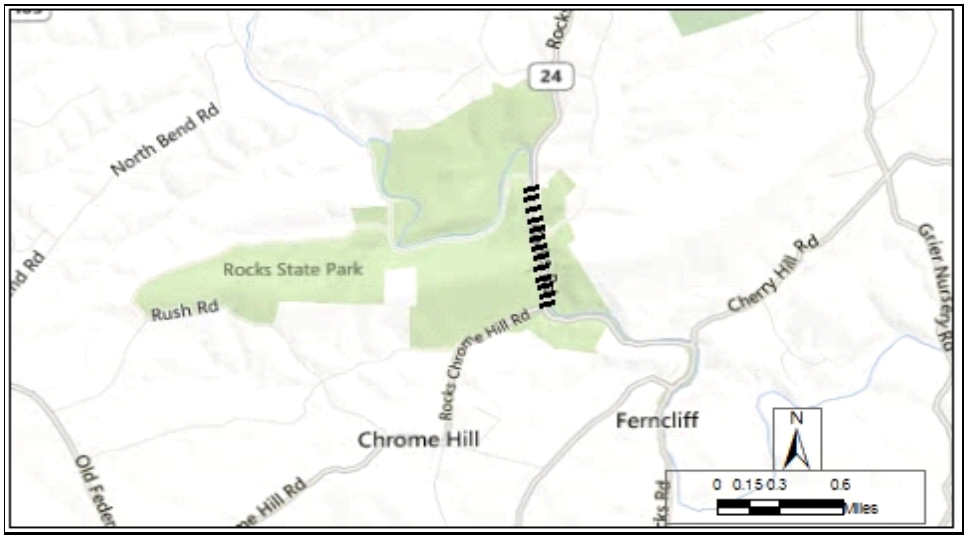
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 27,800

PROJECTED (2030) - 54,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed with slopes repaired and guardrail replaced in two sections. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of these projects is to improve the road safety in two priority sections by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, Sharon Road to Ferncliff Lane (Section G) (Line 9)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This section of MD 24 travels through Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The Cost decrease of $4.0 million is due to moving Section G (Sharon Road to Ferncliff Lane) to the Development and Evaluation Program (Line 9).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,620	2,311	309	0	0	0	0	0	309	0
Right-of-way	40	35	5	0	0	0	0	0	5	0
Construction	6,686	0	0	6,686	0	0	0	0	6,686	0
Total	9,346	2,346	314	6,686	0	0	0	0	7,000	0
Federal-Aid	5,215	0	0	5,215	0	0	0	0	5,215	0

CLASSIFICATION:

STATE - Major Collector

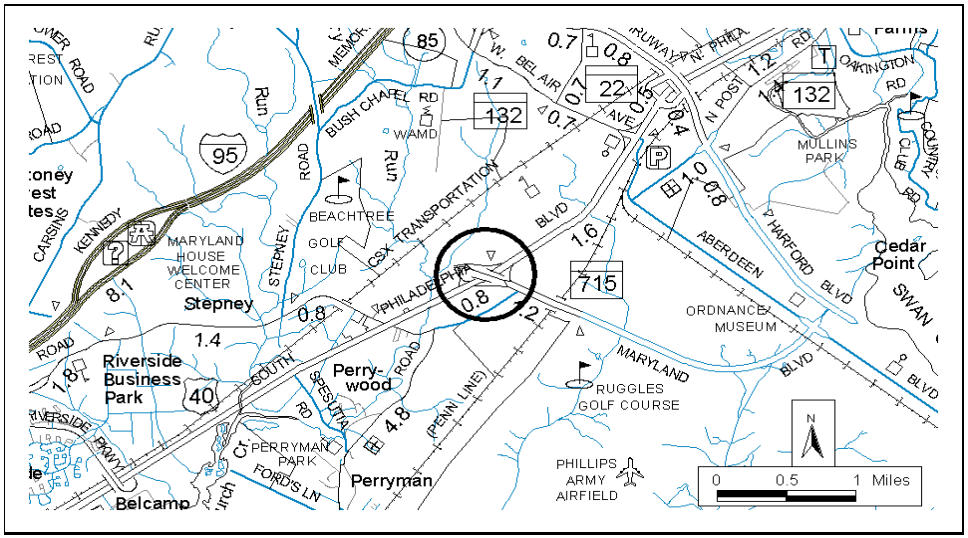
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Constructed interchange improvements which addressed operational issues at MD 715. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: The project improved safety and operations along US 40. It also improved access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the commercial/industrial parks in the area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 2)
Perryman Access Study (Line 10)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The improvements also eliminated the dangerous u-turns for large commercial trucks accessing the industrial park area.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,046	3,046	0	0	0	0	0	0	0	0
Right-of-way	9,279	7,444	1,502	333	0	0	0	0	1,835	0
Construction	20,708	20,228	480	0	0	0	0	0	480	0
Total	33,033	30,718	1,982	333	0	0	0	0	2,315	0
Federal-Aid	29,313	27,002	1,978	333	0	0	0	0	2,311	0

CLASSIFICATION:

STATE - Intermediate Arterial

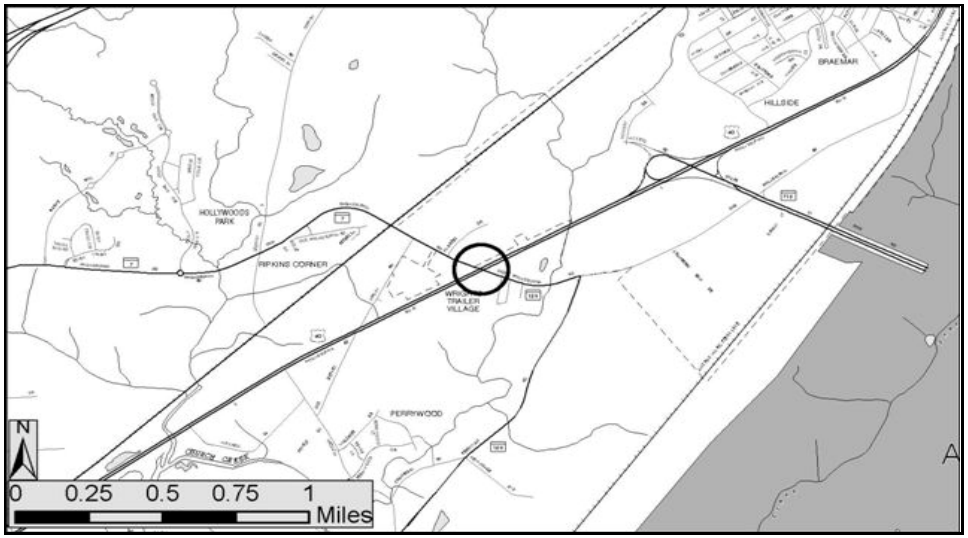
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC intersection improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improve access to the Aberdeen Industrial Park complexes and the Perryman Peninsula, as well as the Aberdeen Proving Grounds.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 7, Bridge over James Run (Line 1)
US 40, Interchange at MD 715 (Line 6)
US 40, at MD 7/MD 159 (Phase 2) (Line 8)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,398	696	180	522	0	0	0	0	702	0
Construction	2,485	555	1,930	0	0	0	0	0	1,930	0
Total	3,883	1,251	2,110	522	0	0	0	0	2,632	0
Federal-Aid	3,564	1,092	2,058	414	0	0	0	0	2,472	0

CLASSIFICATION:

STATE - Other Principal Arterial

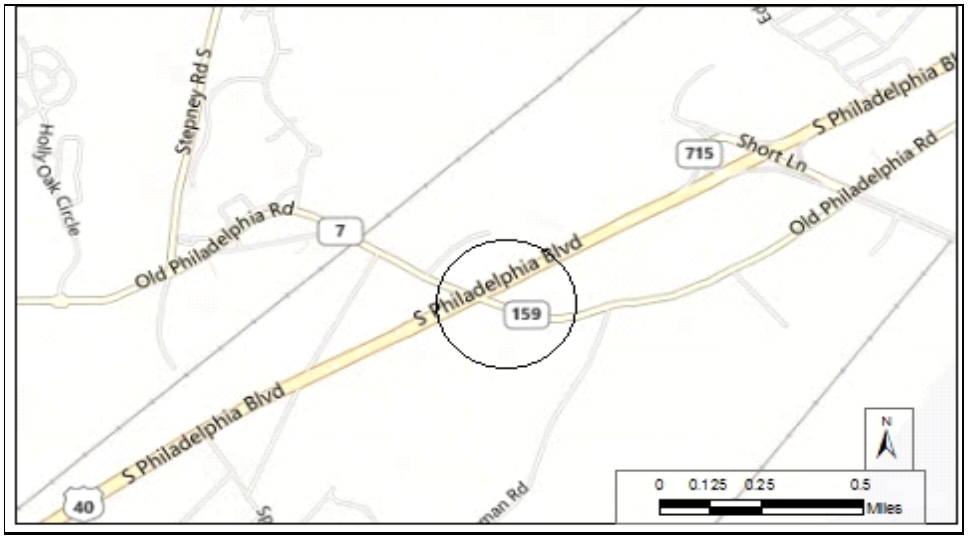
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40. Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 7, Bridge over James Run (Line 1)
US 40, at MD 7/MD 159 (Phase 1) (Line 7)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $19.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 8 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,365	0	850	515	0	0	0	0	1,365	0
Construction	19,096	0	0	0	2,600	5,437	6,051	5,008	19,096	0
Total	20,461	0	850	515	2,600	5,437	6,051	5,008	20,461	0
Federal-Aid	1,065	0	663	402	0	0	0	0	1,065	0

CLASSIFICATION:

STATE - Other Principal Arterial

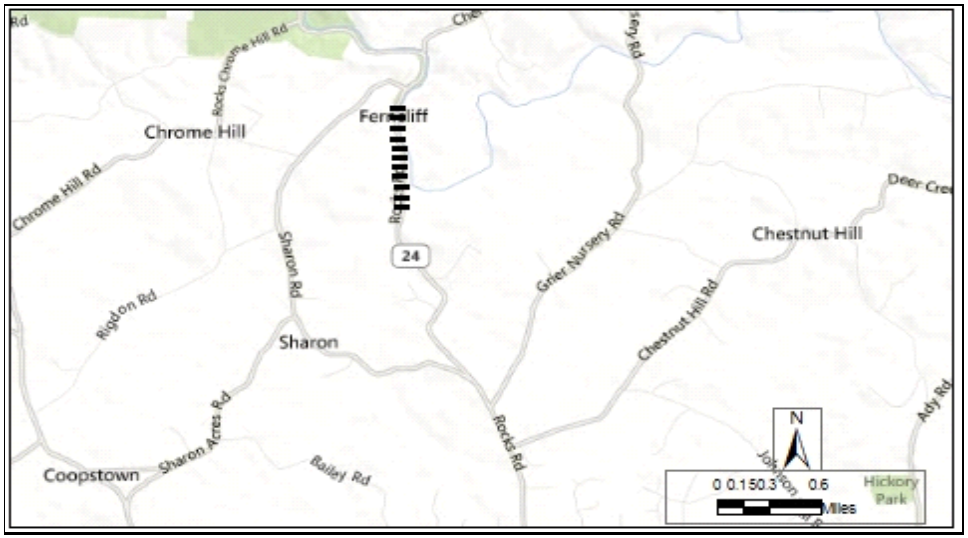
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed with slopes repaired and guardrail replaced in two sections. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of these projects is to improve the road safety in two priority sections by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, at Deer Creek Bridge (Section A) (Line 5)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Construction Program to the Development and Evaluation Program. This is a breakout project of MD 24 (Line 5).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	638	247	10	201	180	0	0	0	391	0
Right-of-way	195	0	0	65	130	0	0	0	195	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	833	247	10	266	310	0	0	0	586	0
Federal-Aid	510	190	7	8	161	144	0	0	320	0

CLASSIFICATION:

STATE - Major Collector

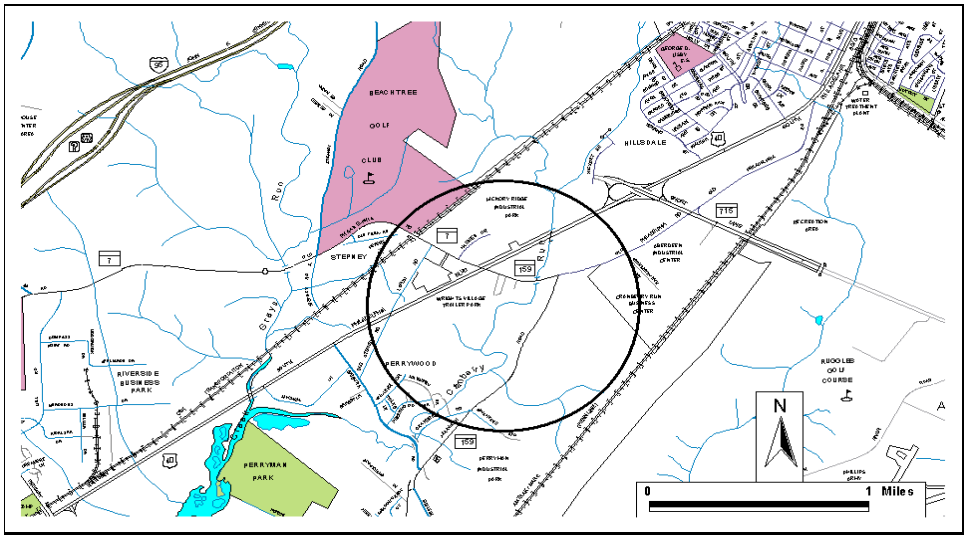
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 4,100

PROJECTED (2030) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 6)
US 40, at MD 7/MD 159 (Phase 1) (Line 7)
US 40, at MD 7/MD 159 (Phase 2) (Line 8)
BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	138	138	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	386	386	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

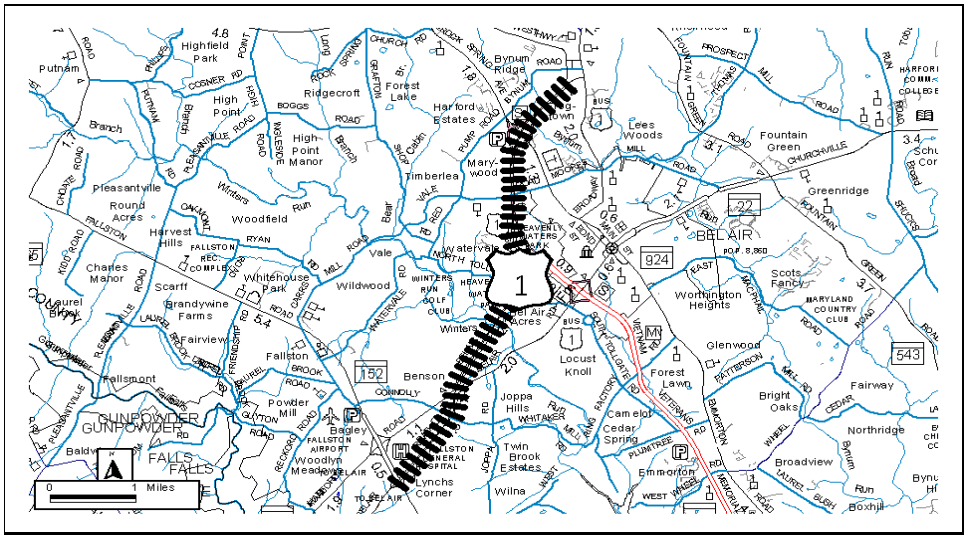
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 6,700

PROJECTED (2030) - 18,200



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	1,558	1,558	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,550

PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	MD 924	South Main Street; East MacPhail Road to MD 22; resurface	1,508	Completed
		Safety/Spot Improvement		
2	US 1	Conowingo Road; south of Conowingo Dam; repair slide	918	Completed
3	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	112	Completed
		Congressional Earmarks		
4		Edgewood; Train station streetscaping and parking improvements (Earmark $1.8 million; PE, CO) (Complete) Sponsor: Maryland Transit Administration	0	
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
5		At various locations in Harford County - west of US 1; resurface	6,429	FY 2014
6		Various locations in Harford County East of US 1; resurface	5,225	FY 2014
7		Various locations in Harford County - west of US 1; resurfacing	5,228	FY 2014
8	MD 924	North Main/Bond Street; Gordon Street to US 1 Business; resurface	790	Completed
		Safety/Spot Improvement		
9	US 40	Pulaski Highway; MD 132 to Plater Street; resurface	1,903	Under construction

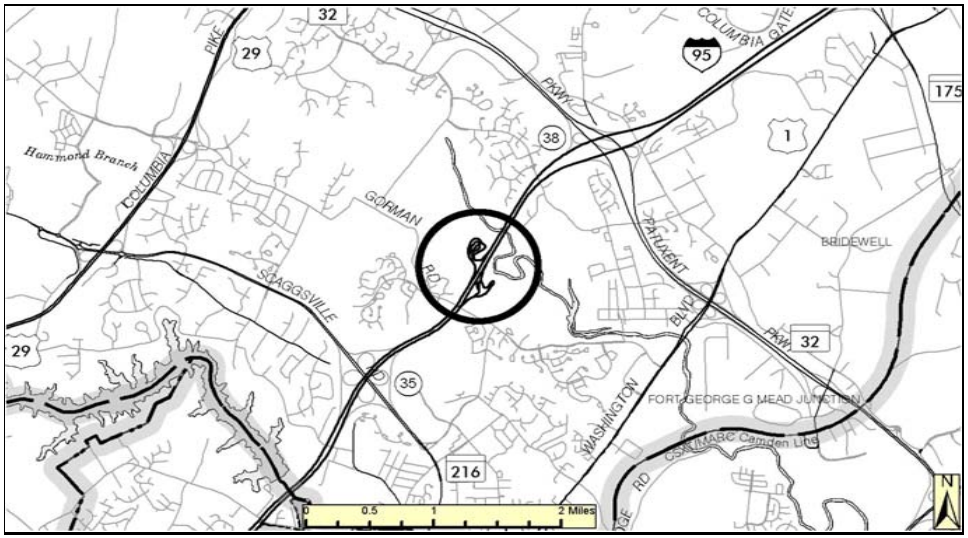
STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,394	Under construction
11	MD 543	Riverside Parkway; I 95 Off Ramp to north of MD 7; geometric improvements	1,426	FY 2014
		Community Safety and Enhancements		
12	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,138	FY 2014
		Bicycle Retrofit		
13	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	547	Under construction
		TMDL Compliance		
14	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	111	FY 2014
		Enhancements		
		Environmental Mitigation		
15		Bynum Run at St. Andrews Way Stream Restoration; mitigation	480	FY 2014

SHA



HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: South Welcome Center truck parking expansion.

PURPOSE & NEED SUMMARY STATEMENT: Truck parking expansion along the I-95 Corridor will provide a safe haven for truck drivers who have reached their hours of service limit or are staging for deliveries.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This project will help to reduce illegal and unsafe truck parking on shoulders and ramps, increasing safety and reducing pavement damage.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of $6.3 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	458	458	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,861	20	3,200	1,641	0	0	0	0	4,841	0
Total	5,319	478	3,200	1,641	0	0	0	0	4,841	0
Federal-Aid	5,260	461	3,169	1,630	0	0	0	0	4,799	0

CLASSIFICATION:

STATE - Interstate

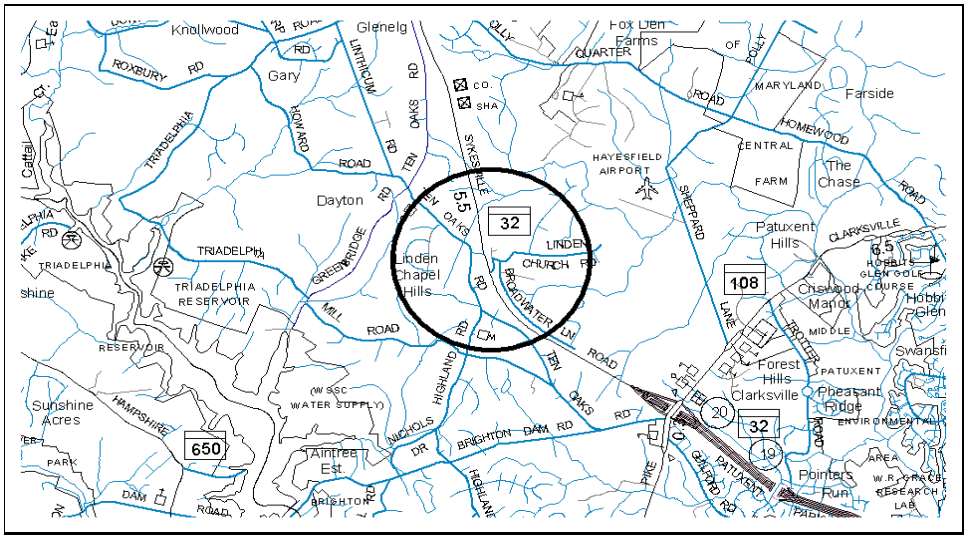
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 93,800 (I-95 SB)
2,000 (Welcome Center)

PROJECTED (2030) - 111,100 (I-95 SB)
2,950 (Welcome Center)



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Wellworth Way Access Improvements (Line 3)
MD 32 MD 108 to I-70 (Line 10)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This grade-separation project will result in a reduction in travel times along MD 32, and improved safety and reduced collision and injury rates. This project improves mobility of goods, services, and people and will promote economic prosperity in Howard County.

STATUS: Construction underway. Howard County is providing $19.6 million to fund Engineering, Right-of-Way and Construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	801	801	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	803	803	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

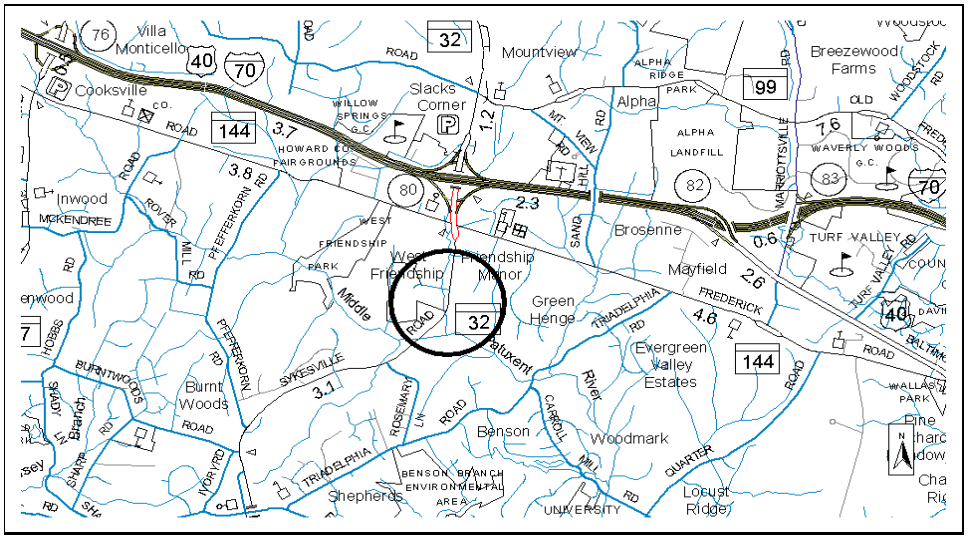
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,400

PROJECTED (2030) - 32,900



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to the local road system, specifically Rosemary Lane and Wellworth Way.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct private driveway access to MD 32.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 2)
MD 32 MD 108 to I-70 (Line 10)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: By removing direct private access to this section of MD 32, this project will improve safety and operations. This project improves mobility of goods, services, and people and will promote economic prosperity of Howard County.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of $4.3 million is due to a scope change which removed two access roads from the project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,707	1,647	60	0	0	0	0	0	60	0
Right-of-way	841	88	300	453	0	0	0	0	753	0
Construction	411	0	50	361	0	0	0	0	411	0
Total	2,959	1,735	410	814	0	0	0	0	1,224	0
Federal-Aid	658	55	240	363	0	0	0	0	603	0

CLASSIFICATION:

STATE - Principal Arterial

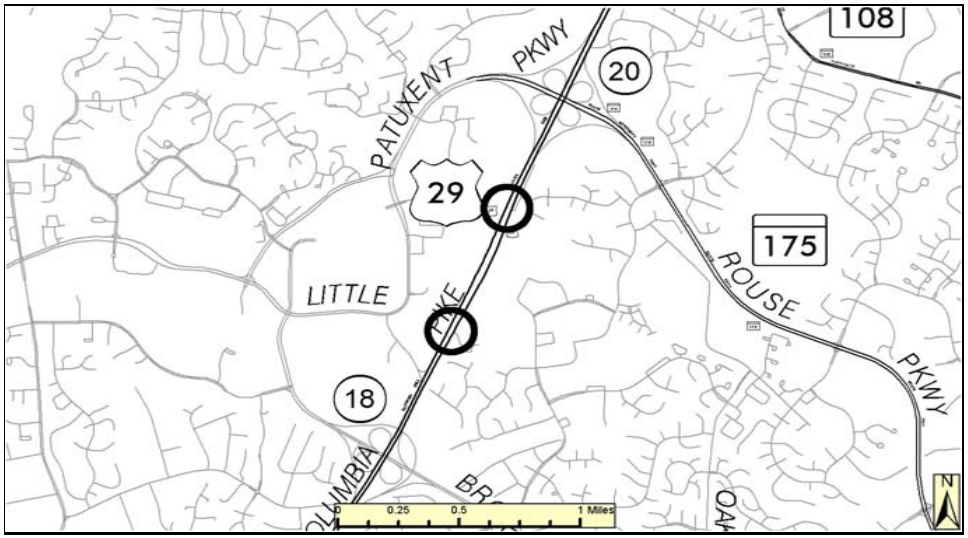
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 28,300

PROJECTED (2030) - 32,900



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct access improvements by relocating direct access at Gales Lane and Old Columbia Road from US 29 to the local road system (Phase 1A).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct access to US 29.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Middle Patuxent River to Seneca Drive (Line 5)
US 29, Seneca Drive to MD 175 (Line 11)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project will improve operations and safety. This project improves mobility of goods services and people and will promote economic prosperity of Howard County.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $1.7 million is due to a revised scope.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,076	50	1,500	1,526	0	0	0	0	3,026	0
Construction	4,859	0	1,765	2,443	651	0	0	0	4,859	0
Total	7,935	50	3,265	3,969	651	0	0	0	7,885	0
Federal-Aid	7,064	50	2,895	3,468	651	0	0	0	7,014	0

CLASSIFICATION:

STATE - Principal Arterial

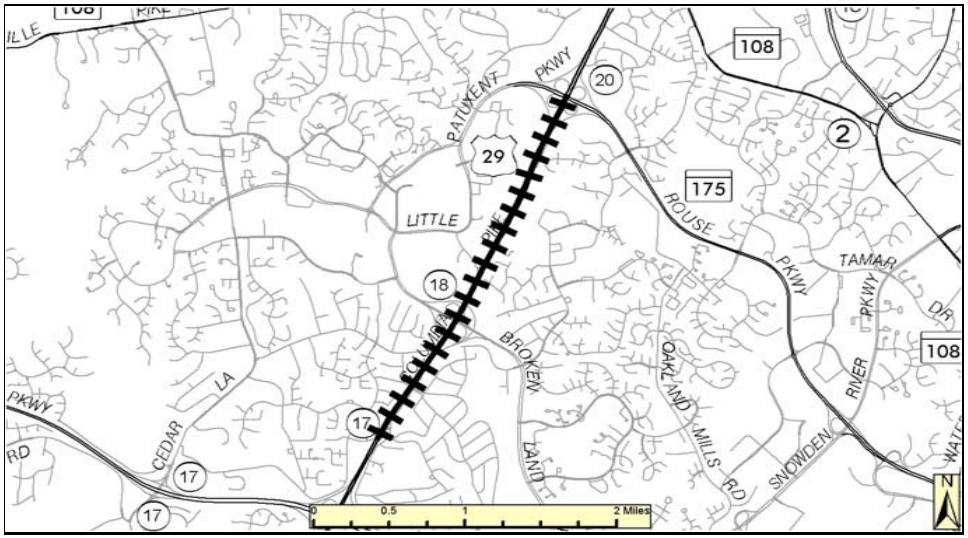
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,400

PROJECTED (2013) - 59,425



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
US 29, Middle Patuxent River to Seneca Drive (Line 11)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will relieve traffic congestion on this major north-south commuter route. This project will improve mobility of goods, services, and people in the US 29 corridor, and will promote economic development in Howard County.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. Howard County is funding $2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $48.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,752	3,519	233	0	0	0	0	0	233	0
Right-of-way	326	55	271	0	0	0	0	0	271	0
Construction	48,057	0	13,271	15,704	19,082	0	0	0	48,057	0
Total	52,135	3,574	13,775	15,704	19,082	0	0	0	48,561	0
Federal-Aid	2,010	1,557	453	0	0	0	0	0	453	0

CLASSIFICATION:

STATE - Principal Arterial

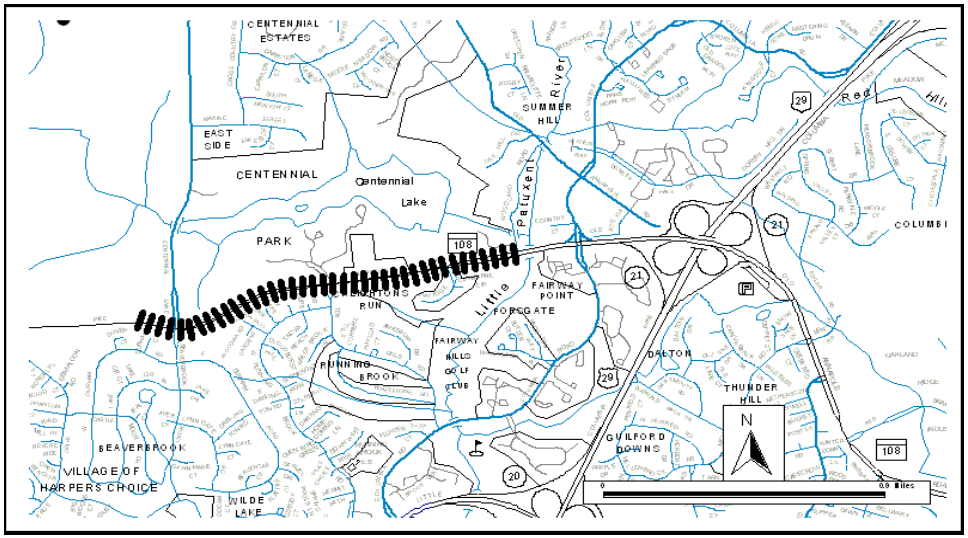
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 45,600

PROJECTED (2030) - 59,425



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 feet west of Centennial Lane to Woodland Road (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The widening of MD 108 will reduce traffic congestion, improving travel times and travel time reliability.

STATUS: Engineering underway. Howard County is funding this project.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

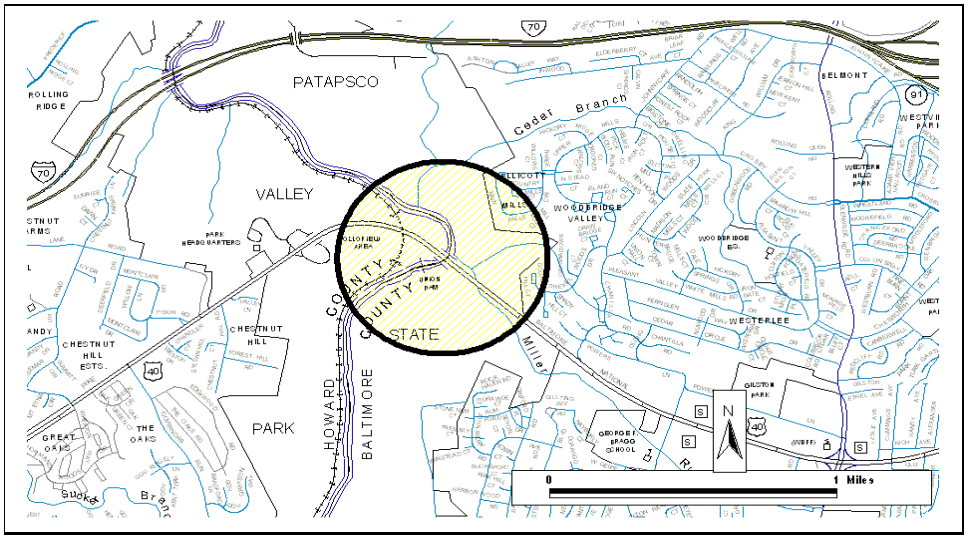
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 26,000

PROJECTED (2030) - 30,800



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Rehabilitated Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge was rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge was widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $1.3 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,067	3,067	0	0	0	0	0	0	0	0
Right-of-way	75	67	8	0	0	0	0	0	8	0
Construction	17,636	16,055	1,581	0	0	0	0	0	1,581	0
Total	20,778	19,189	1,589	0	0	0	0	0	1,589	0
Federal-Aid	19,886	18,319	1,567	0	0	0	0	0	1,567	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

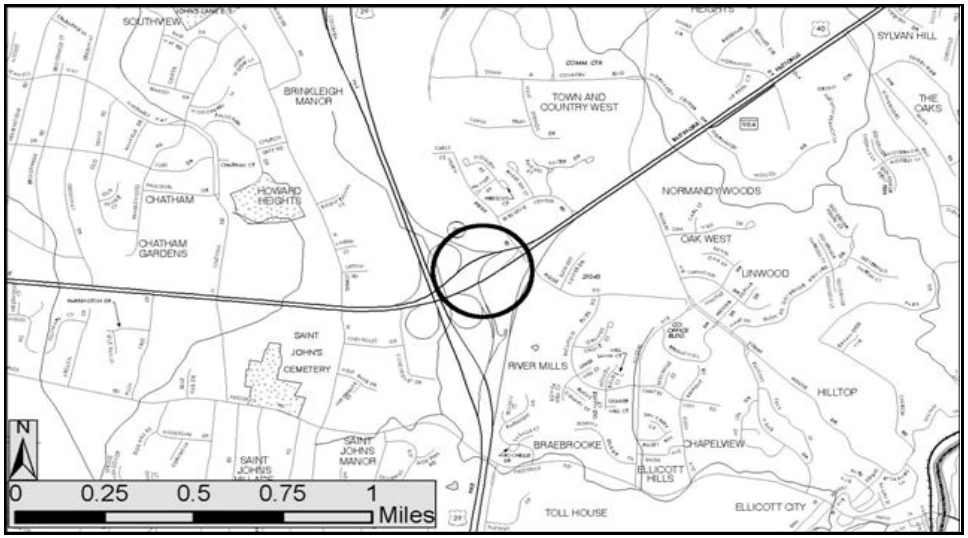
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300

STIP REFERENCE #BA4671 12/01/2013 The estimated cost is for the entire project in Howard and Baltimore counties.



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replaced Bridge 130330 on US 40 WB Ramp to US 29 SB over US 40 EB.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations and relieved congestion in the heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This project relieved congestion, improved travel time reliability.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	812	812	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,011	5,005	6	0	0	0	0	0	6	0
Total	5,823	5,817	6	0	0	0	0	0	6	0
Federal-Aid	5,516	5,510	6	0	0	0	0	0	6	0

CLASSIFICATION:

STATE - Principal Arterial

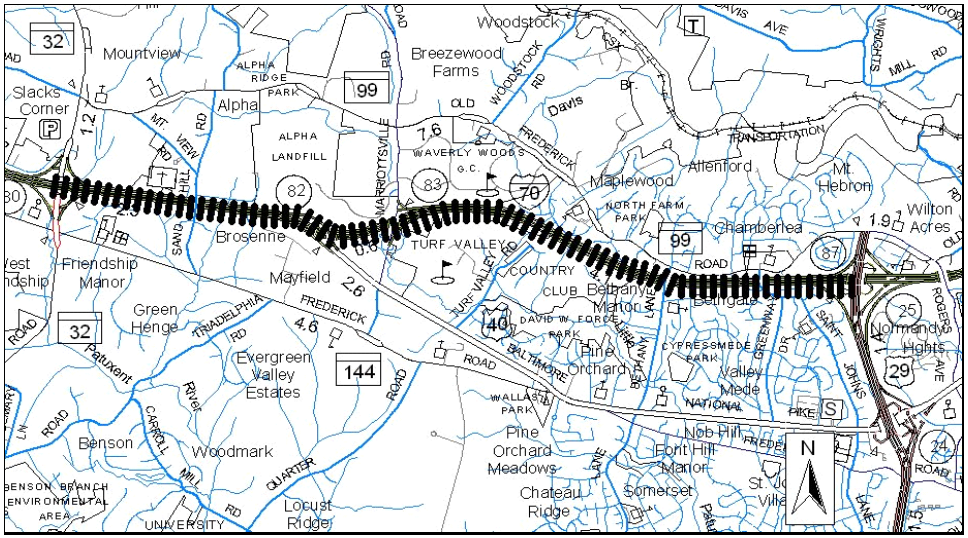
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 16,200 (Ramp)

PROJECTED (2030) - 18,600 (Ramp)



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

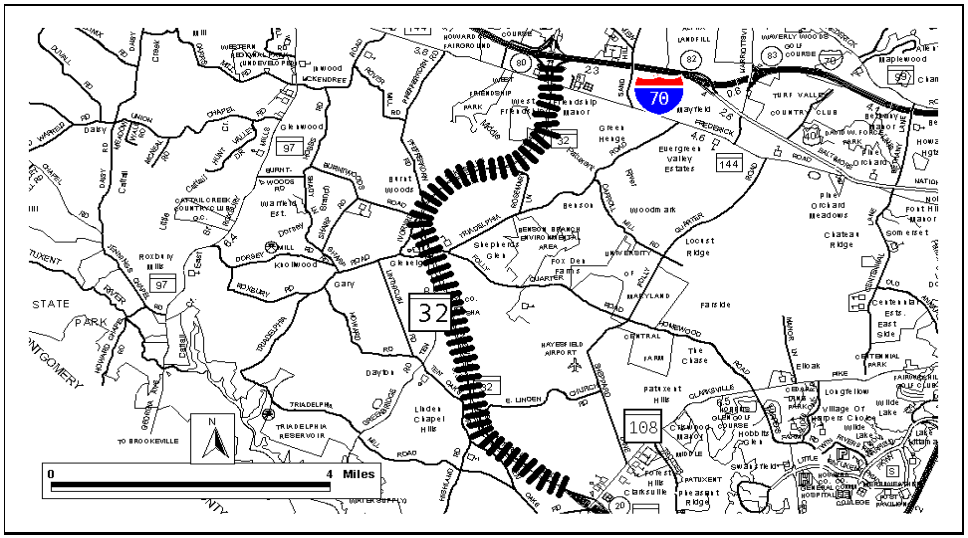
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 78,600

PROJECTED (2030) - 116,300



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA	☐ Grandfathered
☒ Project Outside PFA	☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined	☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 2)
MD 32, Wellworth Way Access Management (Line 3)

STATUS: Engineering underway for the improvements at Rosemary Lane. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $3.0 million for protective Right-of-way acquisitions in FY19.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	6,129	129	500	1,000	1,000	3,000	500	0	6,000	0
Right-of-way	13,703	2,116	3	2,200	2,200	1,920	1,920	3,344	11,587	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,489	5,902	503	3,200	3,200	4,920	2,420	3,344	17,587	0
Federal-Aid	7,360	2,560	400	800	800	2,400	400	0	4,800	0

CLASSIFICATION:

STATE - Principal Arterial

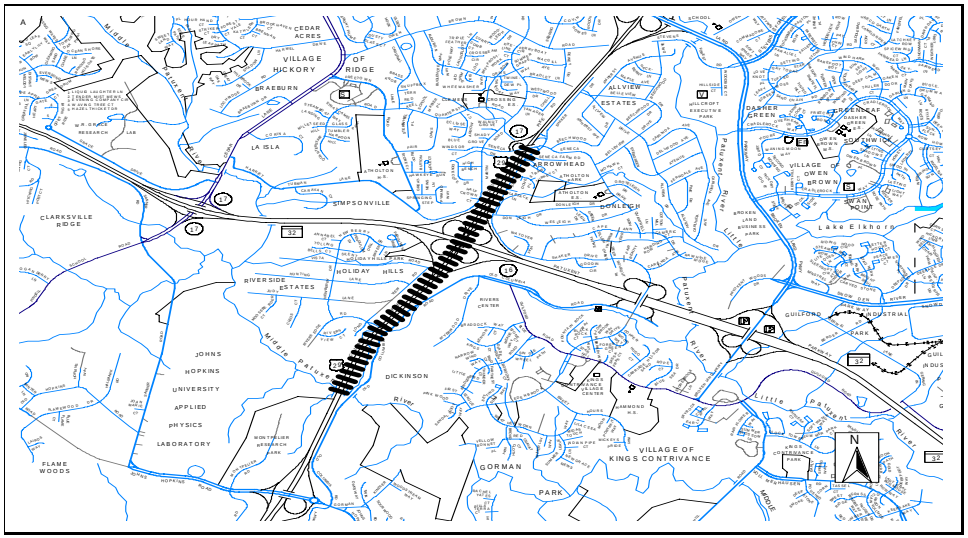
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,400

PROJECTED (2030) - 58,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
US 29, Seneca Drive to MD 175 (Line 5)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $3.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	450	700	700	700	450	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	450	700	700	700	450	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

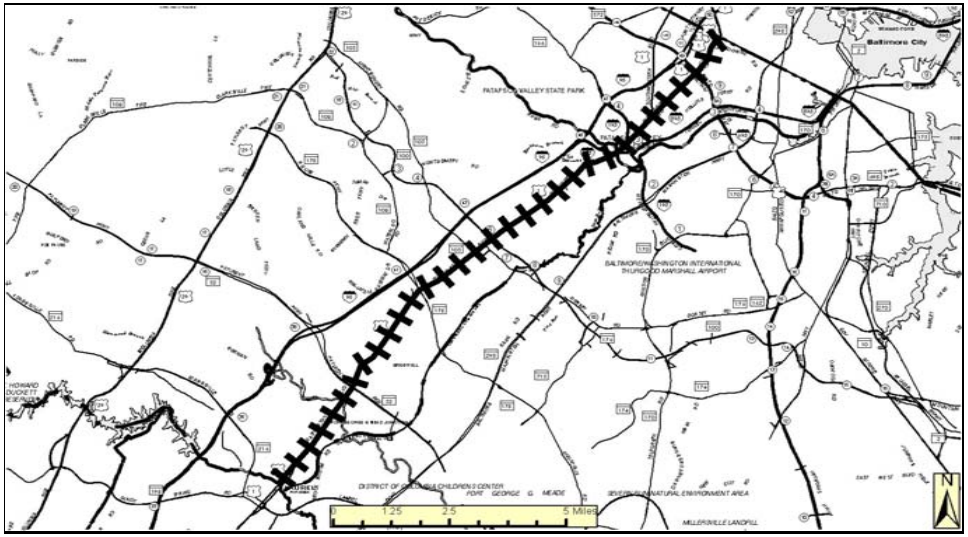
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 42,450

PROJECTED (2030) - 60,650



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175. (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,021	1,021	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,021	1,021	0	0	0	0	0	0	0	0
Federal-Aid	821	821	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,850

PROJECTED (2030) - 52,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Bridge Replacement/Rehabilitation		
1		Various bridges on US 29 and MD 216; bridge deck overlays	4,123	Completed
		Environmental Preservation		
2		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run	63	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		Various locations in Howard County; resurface	10,055	Under construction
4	I 95	Prince George's County Line to north of MD 216; resurface	4,290	FY 2014
5	I 95	Structure at Little Patuxent River to 3,000 ft. north of MD 216; resurface	2,271	Under construction
		Bridge Replacement/Rehabilitation		
6		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean and paint bridges	1,350	FY 2014
		Safety/Spot Improvement		
7	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,400	FY 2014
8	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements (Howard County is funding this project)		FY 2014

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Noise Barriers		
10	I 95	Timberview Noise Barrier Extension	1,579	Under construction
		Traffic Management		
11	I 95	MD 100 to MD 175; lighting	2,652	Under construction
		Commuter Action Improvements		
12	MD 175	Columbia Gateway Drive; at Snowden River Parkway; ridesharing facility	791	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
13		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	Underway

SHA



KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

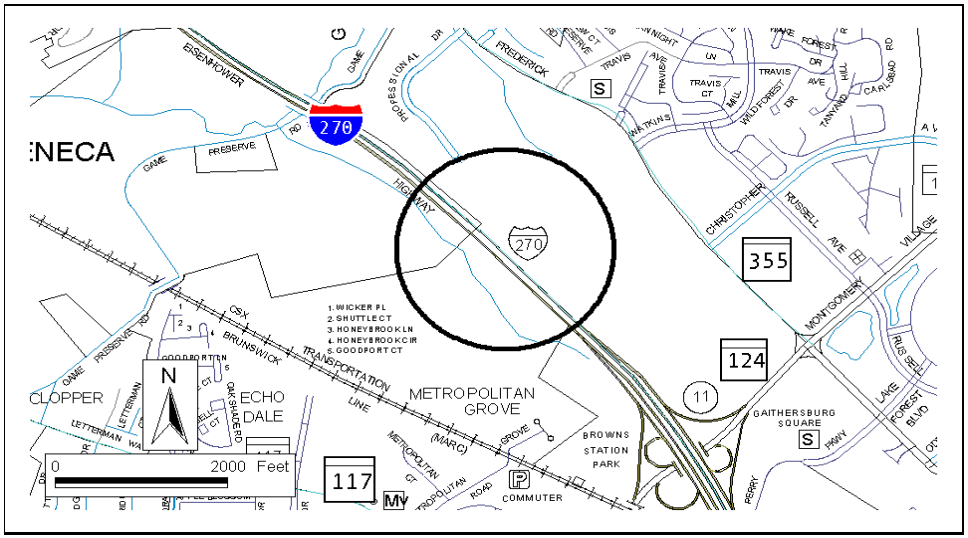
STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Kent County; resurface	2,772	Completed
		Congressional Earmarks		
2		Construct Chestertown Trail (Earmark $300,000; PE) (Complete)	0	
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		At various locations in Kent County; resurface	6,031	FY 2014
4		MD 213, MD 290 and MD 313 A at the corporate limits of Galena	1,210	FY 2015
5		Various locations in Kent County; patch and resurface	4,151	Completed
		Safety/Spot Improvement		
6	MD 20	Chestertown Road; at MD 291; geometric improvements	1,354	FY 2014
		Community Safety and Enhancements		
7	MD 291	Cypress Street; West of School Street to East of Crane Street; urban reconstruct (Funded for preliminary engineering)	1,738	PE Underway

SHA



MONTGOMERY COUNTY



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended. Bicycle and pedestrian improvements will be included as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project would support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
I-270 and US 15 Multi-Modal Corridor Study (Line 14)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Engineering and Right-of-way underway. The County is contributing $4.9 million towards engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $122.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	1,770	555	475	310	192	238	0	0	1,215	0
Right-of-way	39,755	2	50	1,000	23,000	15,703	0	0	39,753	0
Construction	122,568	0	0	0	9,760	30,415	37,224	45,169	122,568	0
Total	165,270	1,734	525	1,310	32,952	46,356	37,224	45,169	163,536	0
Federal-Aid	41,738	1,008	525	1,310	23,192	15,703	0	0	40,730	0

CLASSIFICATION:

STATE - Principal Arterial

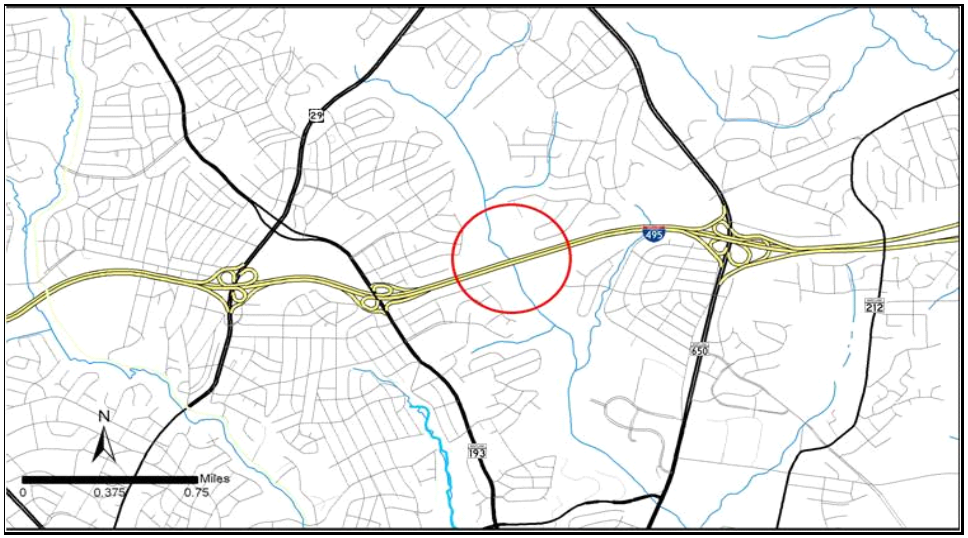
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 166,000

PROJECTED (2030) - 191,500



PROJECT: I-495, Capital Beltway

DESCRIPTION: Replaced deck on Bridge 15137 over Northwest Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure was structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	328	328	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,735	9,706	29	0	0	0	0	0	29	0
Total	10,063	10,034	29	0	0	0	0	0	29	0
Federal-Aid	9,944	9,917	27	0	0	0	0	0	27	0

CLASSIFICATION:

STATE - Principal Arterial

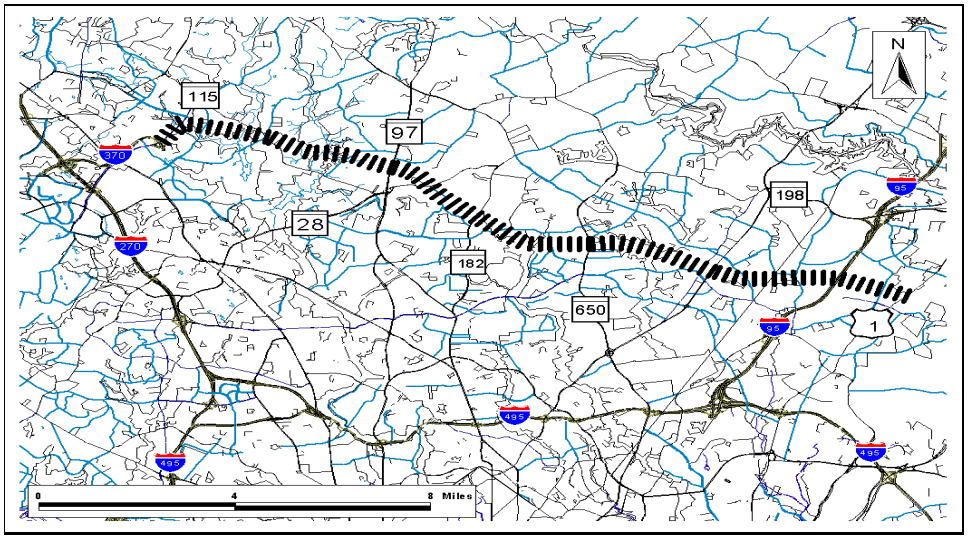
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 223,125

PROJECTED (2030) - 272,600



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct a new east-west multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29 Interchanges (Lines 16,17)
MD 28/MD 198, MD 97 to I-95 (Line 18)
I-95/Contee Road Interchange (Prince George's County - Line 1)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Prince George's County - Line 25)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☒ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: MD 200 provides an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access supports master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

STATUS: Construction underway. The section from I-270 to I-95 is Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	130	130	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,422	19,422	0	0	0	0	0	0	0	0
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

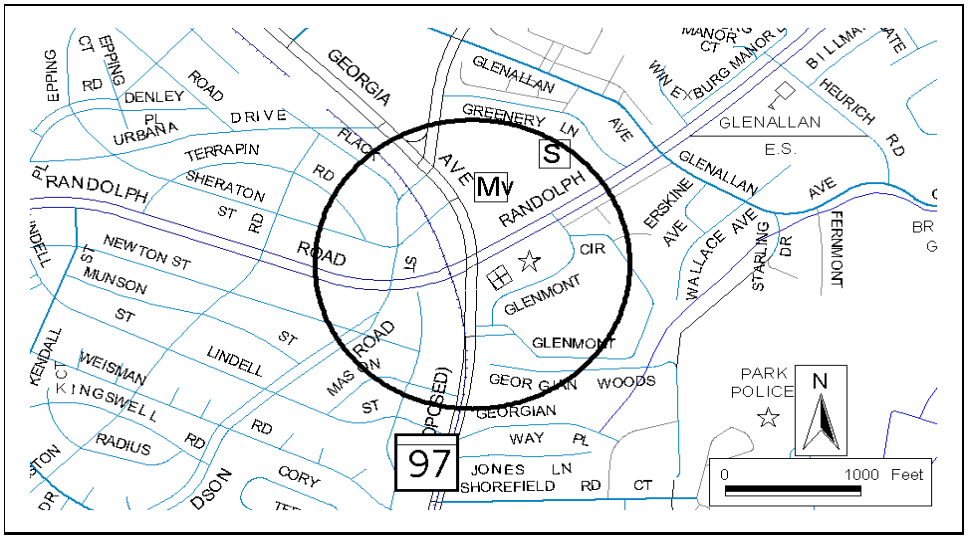
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 31,325

PROJECTED (2030) - 96,500



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce congestion at the existing intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This grade-separation project will result in a reduction in travel times along both Randolph Road and Georgia Avenue and improve safety by separating the through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all users of the road.

STATUS: Engineering and Right-of-Way underway. Advanced utility work underway. Construction for the overall project to begin during current fiscal year. County to provide $14.4 million for Right-of-Way and advanced utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,371	5,671	200	500	0	0	0	0	700	0
Right-of-way	11,685	996	2,733	5,231	2,725	0	0	0	10,689	0
Construction	41,922	2,752	3,989	10,953	12,831	11,397	0	0	39,170	0
Total	61,075	10,516	6,922	16,684	15,556	11,397	0	0	50,559	0
Federal-Aid	41,183	8,132	5,632	8,986	9,762	8,671	0	0	33,051	0

CLASSIFICATION:

STATE - Other Principal Arterial

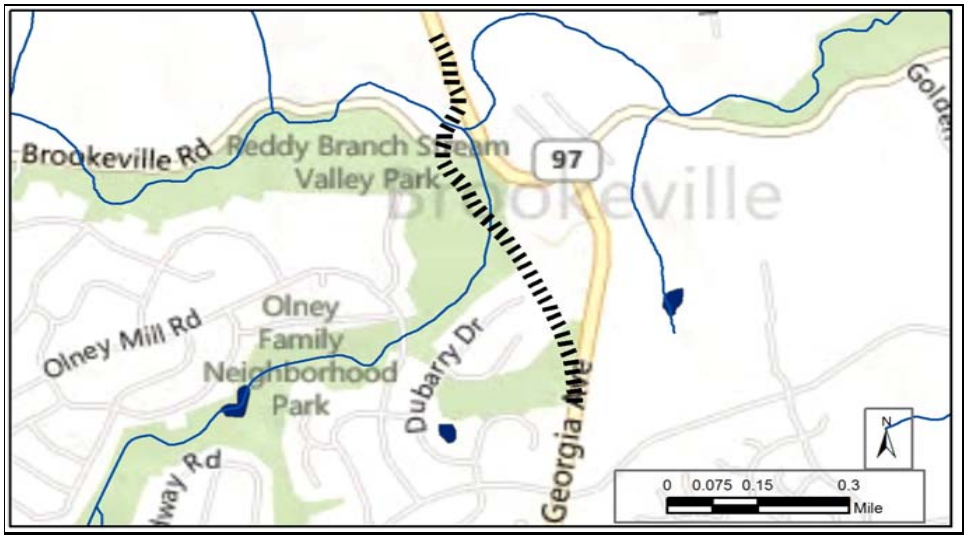
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 47,925 (MD 97)
38,950 (Randolph Road)

PROJECTED (2030) - 59,100 (MD 97)
41,000 (Randolph Road)



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Construct a two lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Engineering underway. The County is contributing $10.0 million towards Engineering and Right-of-Way. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $25.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,132	0	0	0	0	5,680	10,153	9,299	25,132	0
Total	27,196	2,064	0	0	0	5,680	10,153	9,299	25,132	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

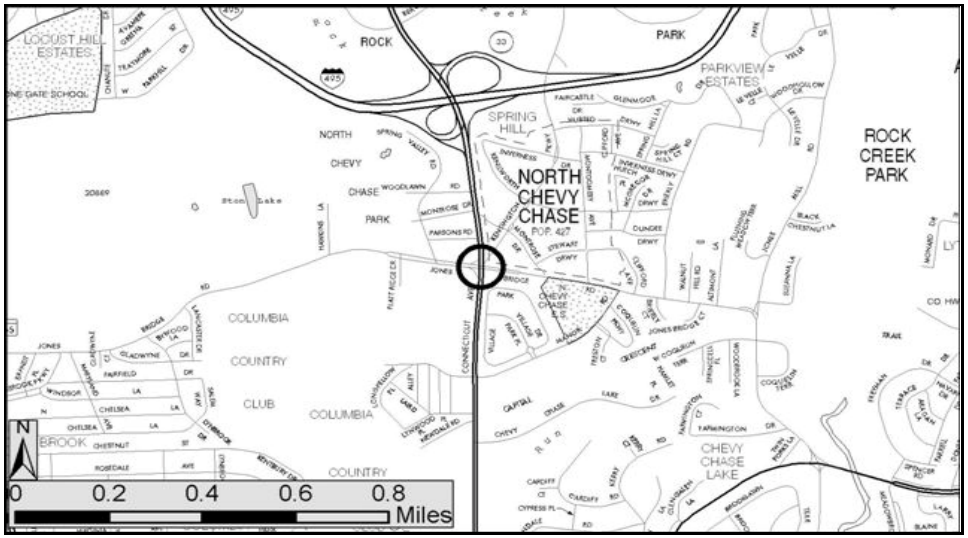
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 10,400

PROJECTED (2030) - 15,100



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 7)
MD 187, at West Cedar Lane (Line 8)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
MD 355, at Cedar Lane (Phase 1&2) (Line 12)
MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,132	560	572	0	0	0	0	0	572	0
Construction	4,053	2,966	1,087	0	0	0	0	0	1,087	0
Total	5,185	3,526	1,659	0	0	0	0	0	1,659	0
Federal-Aid	4,739	3,190	1,549	0	0	0	0	0	1,549	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 65,775

PROJECTED (2030) - 79,500



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operation in the near term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 187, at West Cedar Lane (Line 8)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
MD 355, at Cedar Lane (Phase 1&2) (Line 12)
MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	64	0	0	0	0	0	0	64	64	0
Right-of-way	10,116	1	2,488	3,592	4,035	0	0	0	10,115	0
Construction	8,120	0	0	914	3,882	3,324	0	0	8,120	0
Total	18,300	1	2,488	4,506	7,917	3,324	0	64	18,299	0
Federal-Aid	18,131	1	2,488	4,506	7,748	3,324	0	64	18,130	0

CLASSIFICATION:

STATE - Other Principal Arterial

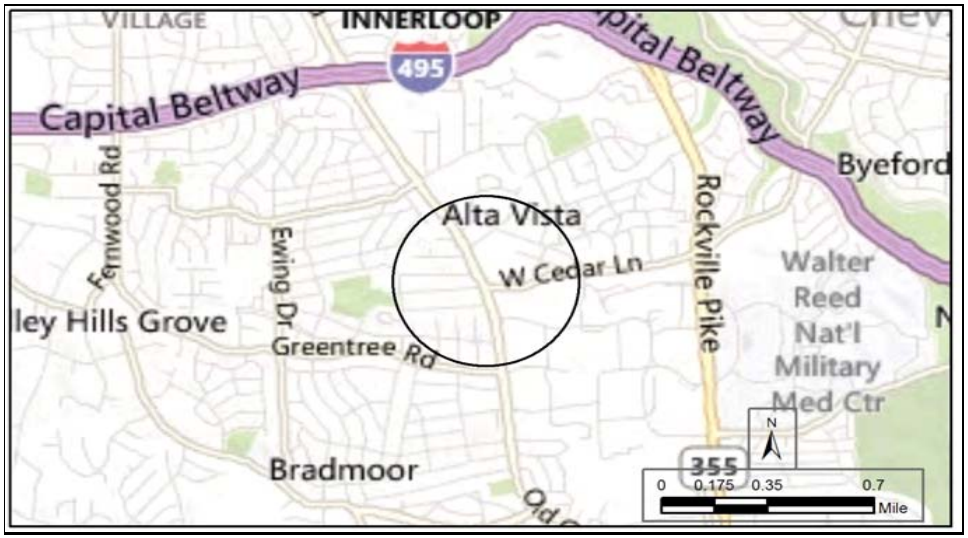
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 65,775

PROJECTED (2030) - 79,500



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 185, at Jones Bridge (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
MD 355, at Cedar Lane (Phase 1&2) (Line 12)
MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: Improvements to the intersections in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,106	31	2,094	721	260	0	0	0	3,075	0
Construction	6,283	0	0	2,465	3,818	0	0	0	6,283	0
Total	9,389	31	2,094	3,186	4,078	0	0	0	9,358	0
Federal-Aid	9,332	31	2,094	3,186	4,021	0	0	0	9,301	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 40,000 (MD 187) 9,600 (West Cedar Lane)

PROJECTED (2030) - 45,600 (MD 187) 10,950 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of $1.9 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	760	760	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,775	638	3,366	3,923	1,848	0	0	0	9,137	0
Total	10,535	1,398	3,366	3,923	1,848	0	0	0	9,137	0
Federal-Aid	10,174	1,295	3,215	3,832	1,832	0	0	0	8,879	0

CLASSIFICATION:

STATE - Other Principal Arterial

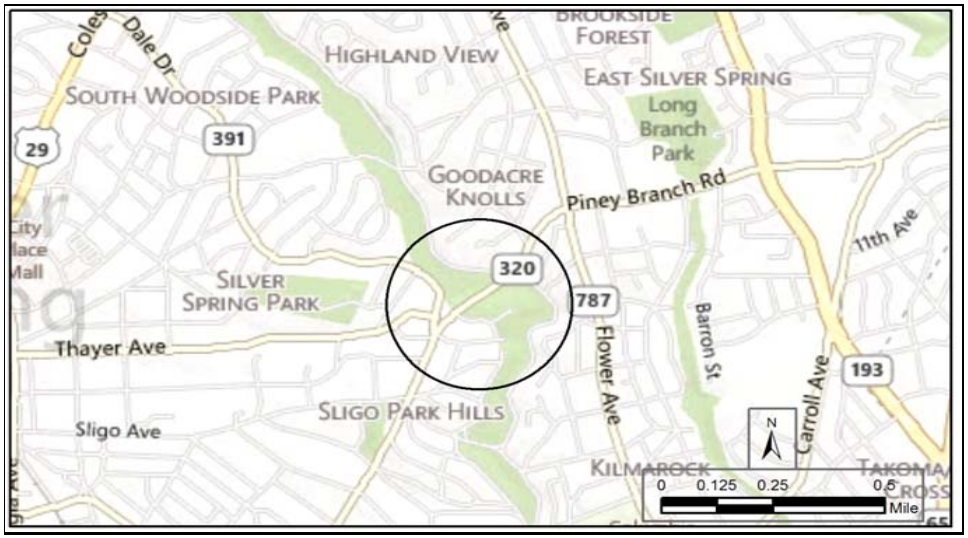
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,100

PROJECTED (2030) - 55,000



PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new pedestrian bridge on the Anacostia Tributary over Sligo Creek to improve safety and accessibility for trail users.

PURPOSE & NEED SUMMARY STATEMENT: Mitigation of BRAC Right-of-way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 185, at Jones Bridge (Line 7)
MD 187, at West Cedar Lane (Line 8)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
MD 355, at Cedar Lane (Phase 1&2) (Line 12)

STATUS: Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: These improvements are required as mitigation for right-of-way impacts to Maryland National Capital Park and Planning Commission properties resulting from BRAC Bethesda intersection improvements. The new facilities will improve safety and accessibility for trail users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,500	0	0	408	1,092	0	0	0	1,500	0
Total	1,500	0	0	408	1,092	0	0	0	1,500	0
Federal-Aid	1,500	0	0	408	1,092	0	0	0	1,500	0

CLASSIFICATION:

STATE - Other Principal Arterial

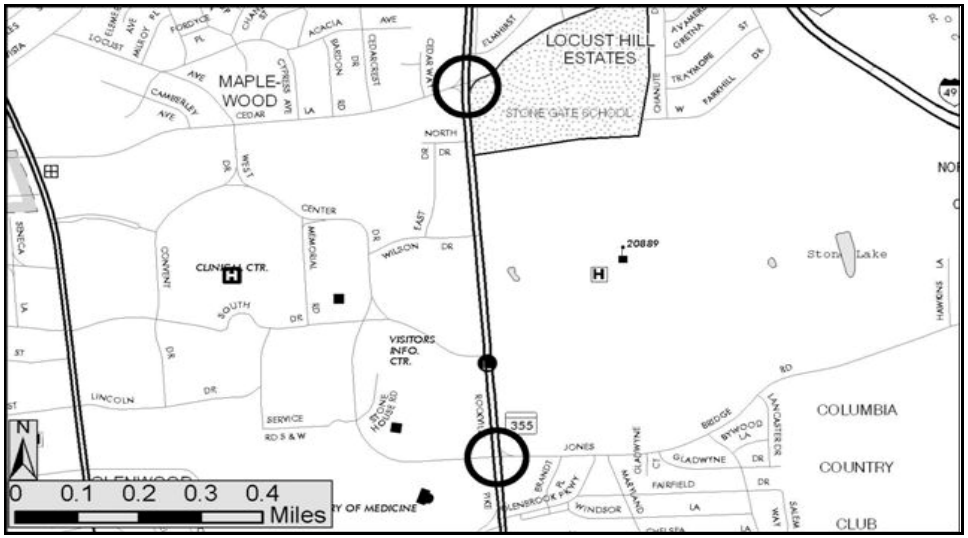
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 20,800

PROJECTED (2030) - 24,950



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Relocate utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls on MD 355 at Cedar Lane (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 185, at Jones Bridge (Line 7)
MD 187, at West Cedar Lane (Line 8)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1&2) (Line 12)
MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,703	153	1,771	1,779	0	0	0	0	3,550	0
Construction	5,703	5,352	351	0	0	0	0	0	351	0
Total	9,406	5,505	2,122	1,779	0	0	0	0	3,901	0
Federal-Aid	7,037	3,332	1,926	1,779	0	0	0	0	3,705	0

CLASSIFICATION:

STATE - Other Principal Arterial

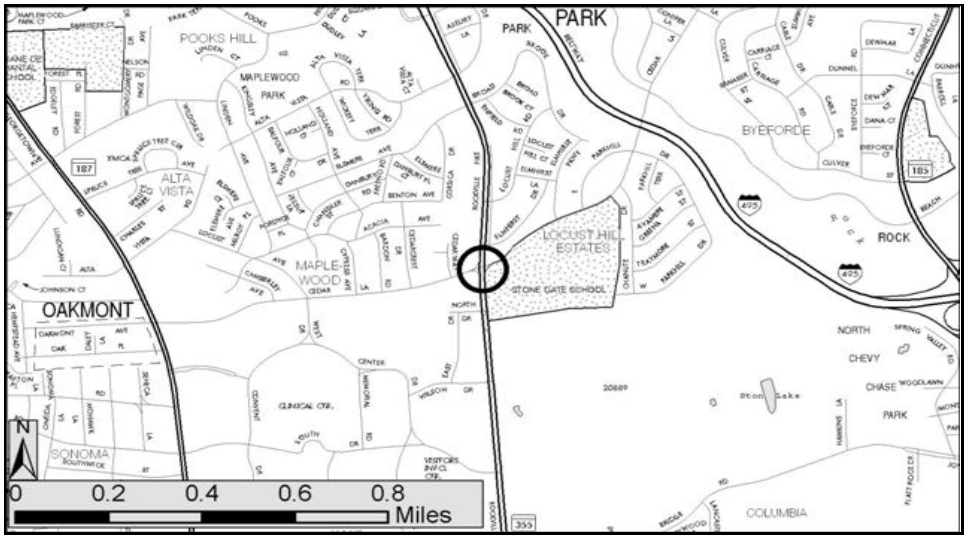
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,500 (MD 355 at Cedar Lane) 42,325 (MD 355 at Jones Road)

PROJECTED (2030) - 57,575 (MD 355 at Cedar Lane) 48,250 (MD 355 at Jones Road)



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 185, at Jones Bridge (Line 7)
MD 187, at West Cedar Lane (Line 8)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)

STATUS: Right-of-Way underway. Construction to begin during current fiscal year. Office of Economic Adjustments is contributing $6.8 million towards construction.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,966	761	100	1,105	0	0	0	0	1,205	0
Construction	13,806	0	1,846	4,463	4,846	2,651	0	0	13,806	0
Total	15,772	761	1,946	5,568	4,846	2,651	0	0	15,011	0
Federal-Aid	14,602	665	1,800	5,222	4,470	2,445	0	0	13,937	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,500

PROJECTED (2030) - 57,575



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist facilities, resurfacing and geometric improvements from Woodmont Ave. to South Wood Road/South Drive.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 185, at Jones Bridge (Phase 1&2) (Line 6)
MD 185, at Jones Bridge (Line 7)
MD 187, at West Cedar Lane (Line 8)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane and Jones Bridge Road (Line 11)

STATUS: Construction to begin during budget fiscal year. Office of Economic Adjustments is contributing $4.3 million towards construction. Montgomery County will advertise and construct the project.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: Improvements to the intersections in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,300	0	0	530	1,878	1,892	0	0	4,300	0
Total	4,300	0	0	530	1,878	1,892	0	0	4,300	0
Federal-Aid	4,300	0	0	530	1,878	1,892	0	0	4,300	0

CLASSIFICATION:

STATE - Other Principal Arterial

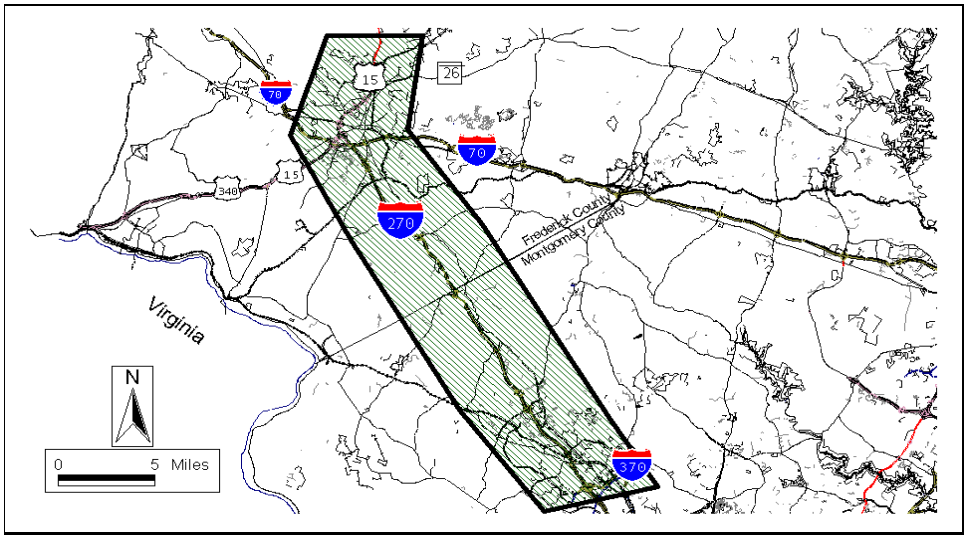
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 45,825

PROJECTED (2030) - 54,000



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA	☐ Grandfathered
☒ Project Outside PFA	☒ Exception Will Be Required
☐ PFA Status Yet To Be Determined	☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
InterCounty Connector (Line 3)
US 15, Interchange at Monocacy Boulevard (Frederick County - Line 3)
I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
Corridor Cities Transitway (MTA - Line 41)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,428	17,428	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,535	18,535	0	0	0	0	0	0	0	0
Federal-Aid	14,396	14,396	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

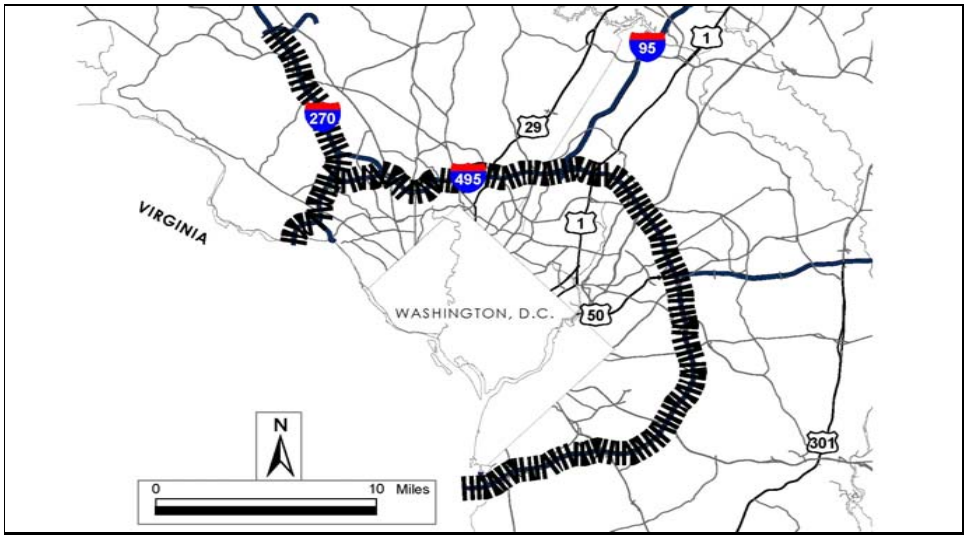
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,400 - 102,000 (US -15)
79,725 - 212,500 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)

STIP REFERENCE #FR1921 12/01/2013 The estimated cost is for the entire project in Montgomery and Frederick counties.



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 8,16)
I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

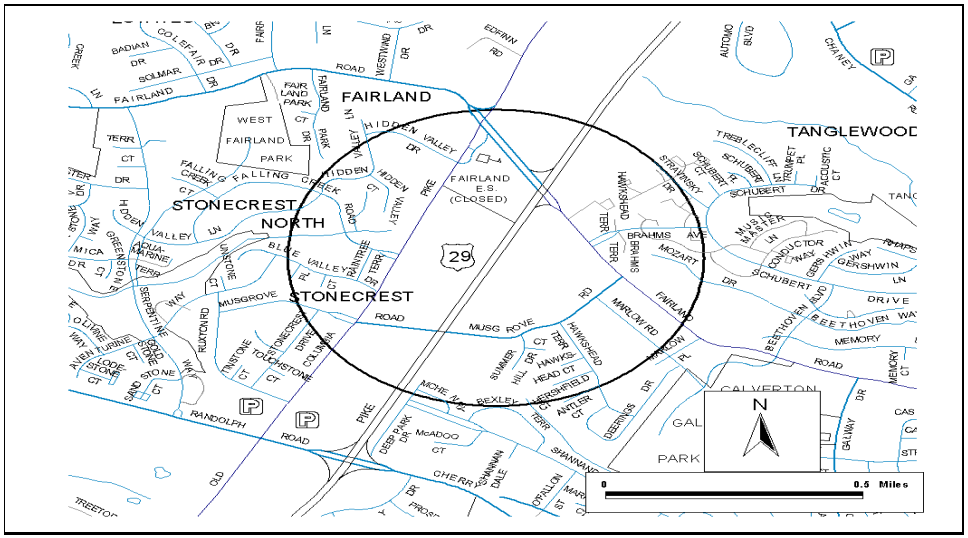
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 101,700 - 245,000

PROJECTED (2030) - 125,900 - 269,700

STIP REFERENCE #AW5181 12/01/2013 The estimated cost is for the entire project in Montgomery and Prince George's counties.



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
US 29 Interchanges (Lines 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $7.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,000	992	354	1,179	1,825	1,825	1,825	0	7,008	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,079	2,071	354	1,179	1,825	1,825	1,825	0	7,008	0
Federal-Aid	5,461	1,536	3	3	0	3,919	0	0	3,925	0

CLASSIFICATION:

STATE - Other Principal Arterial

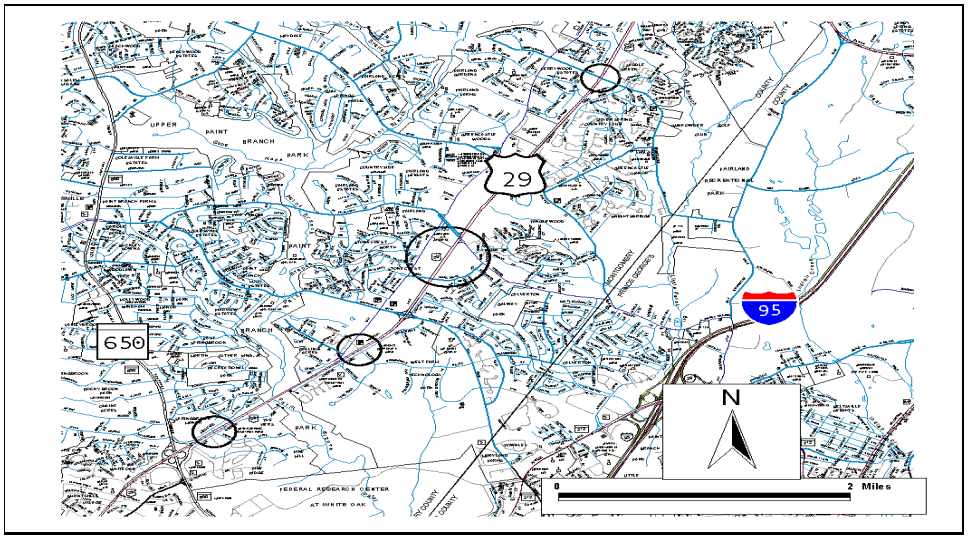
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 63,800

PROJECTED (2030) - 81,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
US 29, Interchanges (Lines 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,743	2,743	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

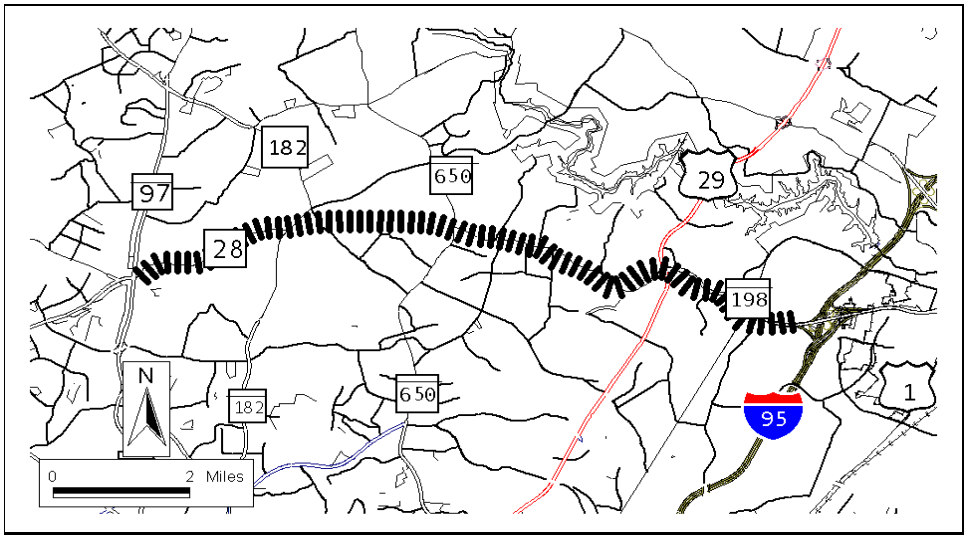
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 49,625 - 68,600

PROJECTED (2030) - 66,925 - 81,500



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28 Interchange (Line 19)
I-95/Contee Road Interchange (Prince George's County - Line 1)

STATUS: Planning study to resume during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $3.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,032	300	900	1,100	700	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,032	4,032	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

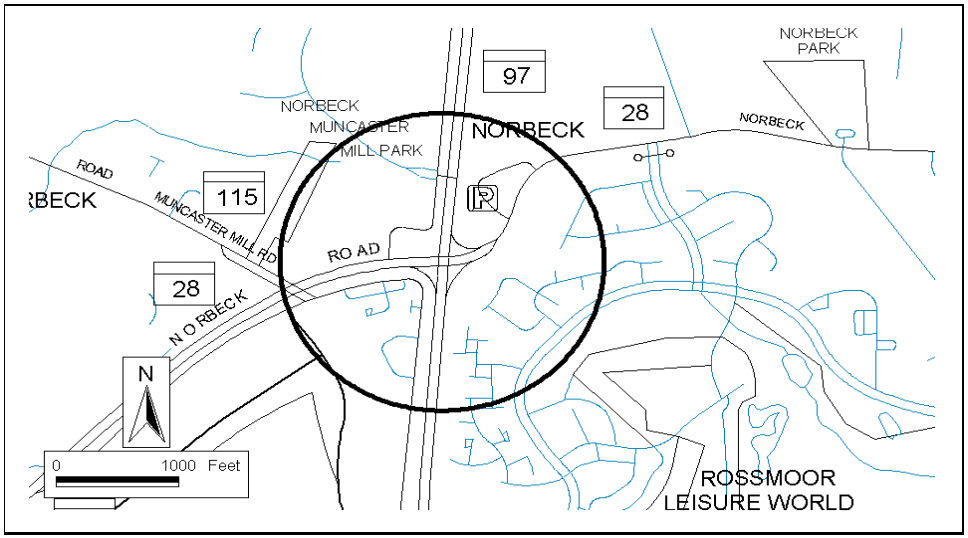
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 17,450 - 22,350 (MD 28)
15,000 - 42,175 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)

STIP REFERENCE #MO8861 12/01/2013 The estimated cost is for the entire project in Montgomery and Prince George's counties.



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,172	2,172	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

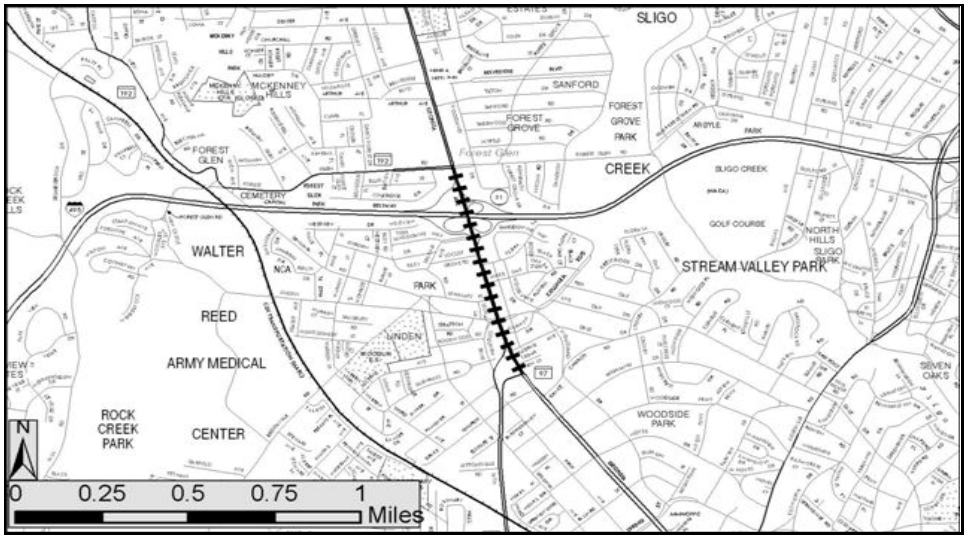
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 45,850

PROJECTED (2030) - 51,775



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Forest Glen Road to 16th Street. The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway. County is contributing $3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 81,700

PROJECTED (2030) - 91,350



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Bus rapid transit study from Wheaton Metro Station to Olney. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 97 from Olney to Wheaton Metro Station. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity, improve operational efficiency and travel times in Montgomery County, This project supports the plans for BRT implementation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 28/MD 198, MD 97 to I-95 (Line 18)
MD 97/MD 28 Interchange (Line 19)

STATUS: Project Planning underway. County is contributing $5.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

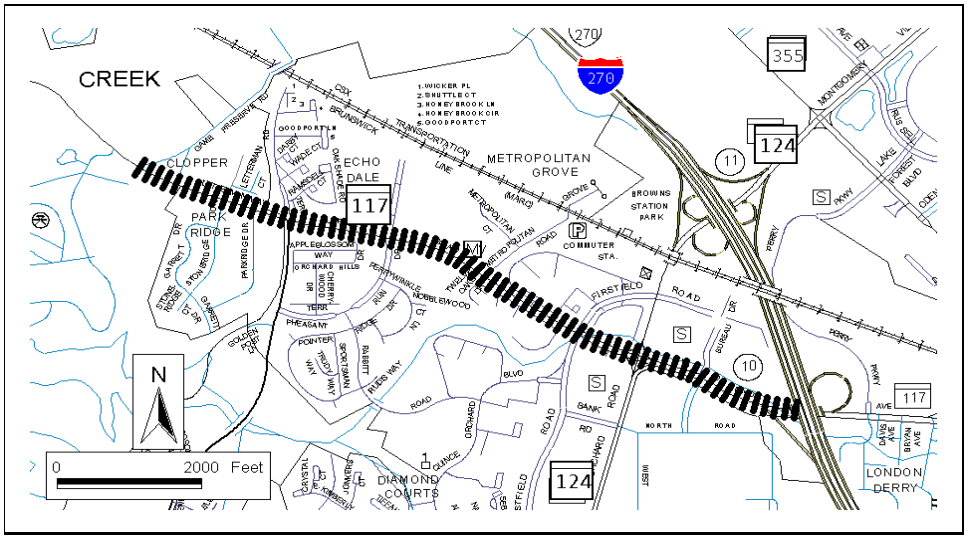
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 46,650

PROJECTED (2030) - 65,500



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from west of Game Preserve Road to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,901	1,901	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,931	2,931	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

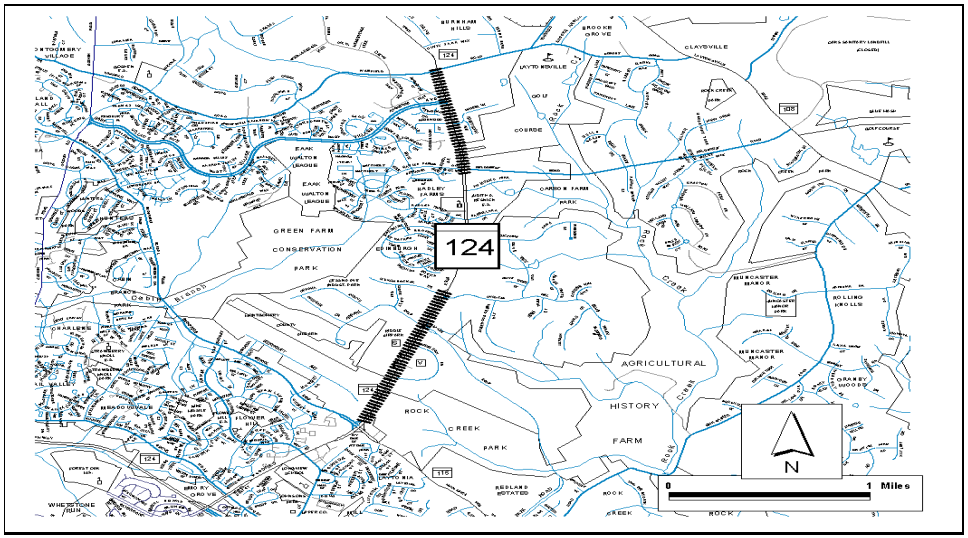
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 28,575 - 45,125

PROJECTED (2030) - 32,000 - 66,950



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $1.9 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,752	675	500	769	750	1,058	0	0	3,077	0
Right-of-way	24	24	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,890	2,813	500	769	750	1,058	0	0	3,077	0
Federal-Aid	690	55	390	245	0	0	0	0	635	0

CLASSIFICATION:

STATE - Major Collector

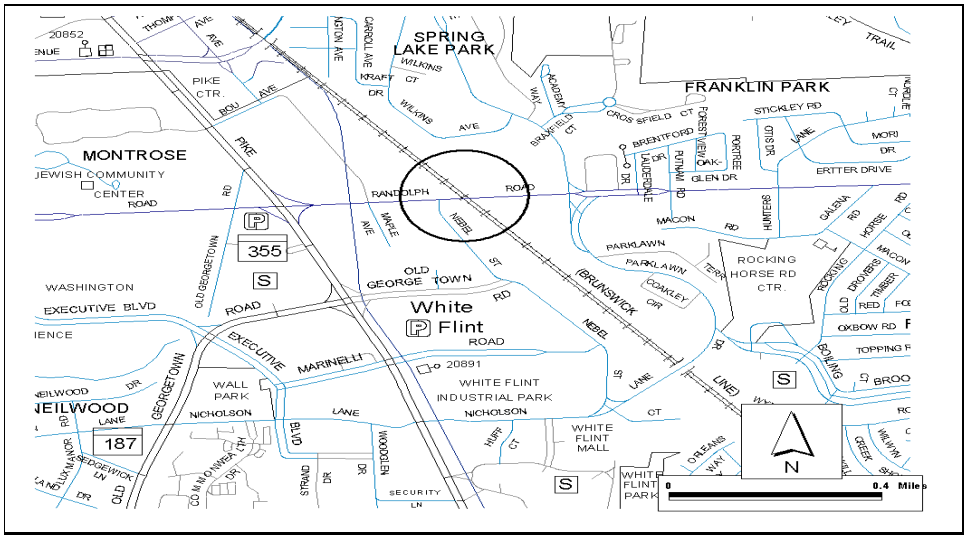
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 18,000

PROJECTED (2030) - 48,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX Railroad crossing.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. County is contributing $9.0 million to engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,860	1,860	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

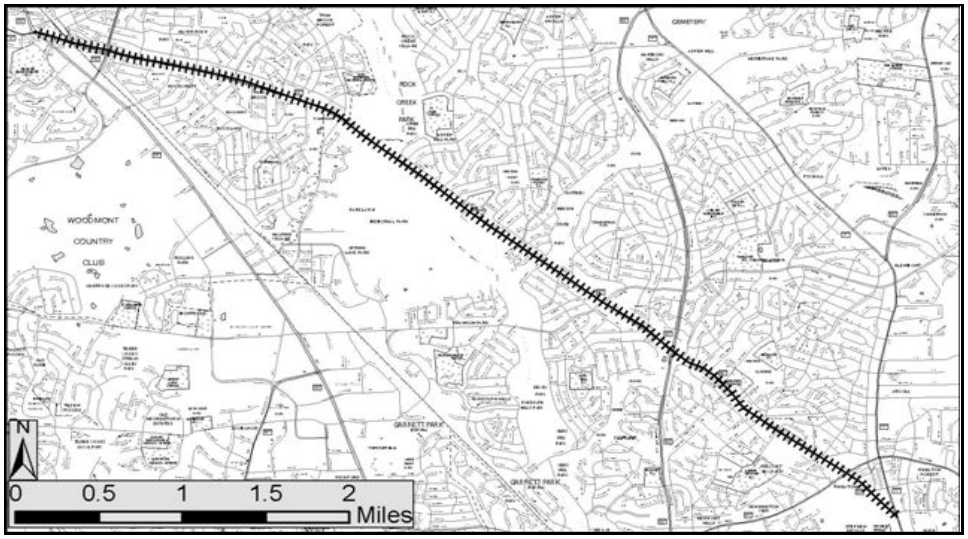
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 56,475 (MD 355)

PROJECTED (2030) - 92,550 (MD 355)



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus rapid transit study from Rockville and Wheaton Metro stations. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 586 from Rockville to Wheaton. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections, improve operational efficiency and travel times. This project supports plans for BRT implementation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway. County is contributing $6.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 22,600 - 45,550

PROJECTED (2030) - 28,375 - 54,550

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	MD 97	Georgia Avenue; Emory Lane to Old Baltimore Road; resurface	1,393	Completed
2	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,455	Completed
3	MD 355	Rockville Pike; north of Cedar Croft Drive to MD 547; resurface	2,240	Completed
4	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Completed
5	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	555	Completed
		Safety/Spot Improvement		
6	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	Completed
7	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	Completed
8	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	Completed
		Traffic Management		
9	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,310	Completed
		Intersection Capacity Improvements		
10	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	227	Completed
11	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	434	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
12		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	Completed
		Rehabilitation/Operation of Historic Transportation Structures		
13		Anglers Breach - C&O Canal	1,111	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
14	MD 28	First Street; Monroe Street to MD 911; resurface	2,000	FY 2014
15	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,210	Under construction
16	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,910	Under construction
17	MD 28	Key West Avenue; Hurley Avenue to South Adams Street; resurface	1,945	Completed
18	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,113	FY 2015
19	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	1,292	FY 2015
20	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	3,652	Under construction
21	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,700	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
22	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	909	FY 2015
23	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	3,432	FY 2014
24	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	2,280	FY 2015
25	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	6,215	Under construction
26	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,467	Under construction
27	MD 190	River Road; I 495 to MD 614; resurface	3,088	FY 2014
28	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2015
29	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	3,260	FY 2015
30	MD 355	Frederick Road; Central Avenue to MD 117; resurface	2,288	FY 2015
31	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,600	Under construction
32	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,940	Under construction
33	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,116	Under construction
34	MD 355	Hungerford Drive; Mannakee Street to King Farm Boulevard; resurface	3,017	Completed
35	MD 355	Rockville Pike; Nicholson Lane to 0.1 mile north of MD 187; resurface	1,538	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
36	I 370	I 270 to west of MD 355; resurface	5,898	FY 2015
37	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	3,052	FY 2015
38	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	1,830	FY 2015
39	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,631	FY 2015
		Bridge Replacement/Rehabilitation		
40		7 existing bridges on I 495, US 29 and MD 117; clean and paint bridges	2,157	FY 2014
41	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,195	Under construction
		Safety/Spot Improvement		
42	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	FY 2014
43	MD 118	Germantown Road; at Observation Drive; geometric improvements	515	FY 2014
44	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	785	FY 2014
45	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	428	Under construction
46	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	528	Under construction
47	MD 191	Bradley Lane; at Strathmore Avenue; safety	408	FY 2014

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
48	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Under construction
49	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	744	FY 2015
		Traffic Management		
50		Various locations in Montgomery County; signalization	3,760	FY 2014
51	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	771	Under construction
52	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	986	Under construction
53	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization (Project on hold)		
		Sidewalks		
54	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	2,310	FY 2014
		Intersection Capacity Improvements		
55	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
56	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

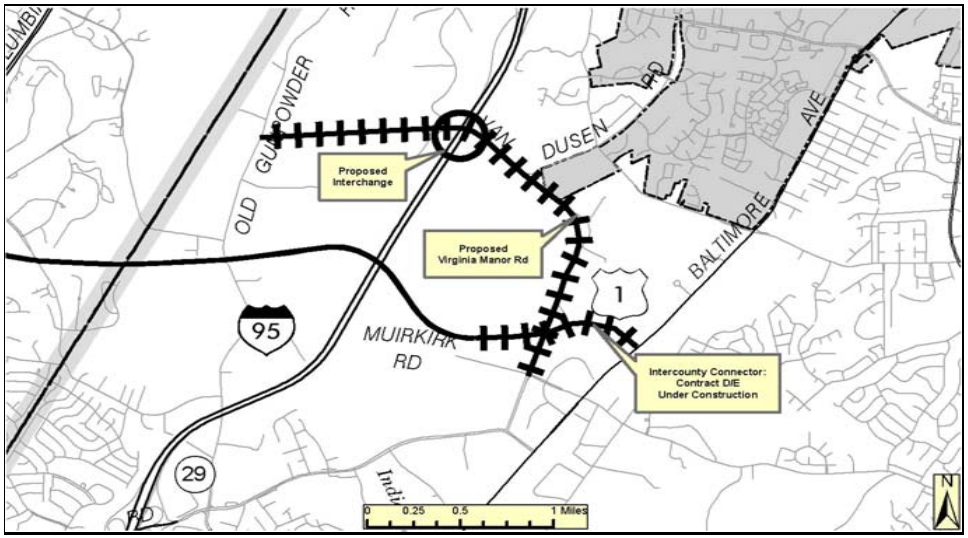
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		TMDL Compliance		
57		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,716	FY 2015
		Enhancements		
		Environmental Mitigation		
58		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2015
		Congressional Earmarks		
59		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
60		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
61		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark $1.120 million; CO)	0	
62		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark $4 million; PE,CO)	0	

SHA





PRINCE GEORGE'S COUNTY



PROJECT: I-95/Contee Road (Virginia Manor Road) Interchange

DESCRIPTION: Construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (Virginia Manor Road Relocated)(2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

PURPOSE & NEED SUMMARY STATEMENT: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for planned development east and west of I-95.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 9)
MD 28/MD 198, MD 97 to I-95 (Line 23)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 25)
Virginia Manor Road Relocated (TSO Program Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The new Interchange at I-95 and Contee Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

STATUS: Construction underway. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,312	1,312	0	0	0	0	0	0	0	0
Engineering	4,793	4,793	0	0	0	0	0	0	0	0
Right-of-way	10,808	9,344	400	1,064	0	0	0	0	1,464	0
Construction	38,792	23,733	15,059	0	0	0	0	0	15,059	0
Total	55,705	39,182	15,459	1,064	0	0	0	0	16,523	0
Federal-Aid	54,560	38,486	15,010	1,064	0	0	0	0	16,074	0

CLASSIFICATION:

STATE - Principal Arterial

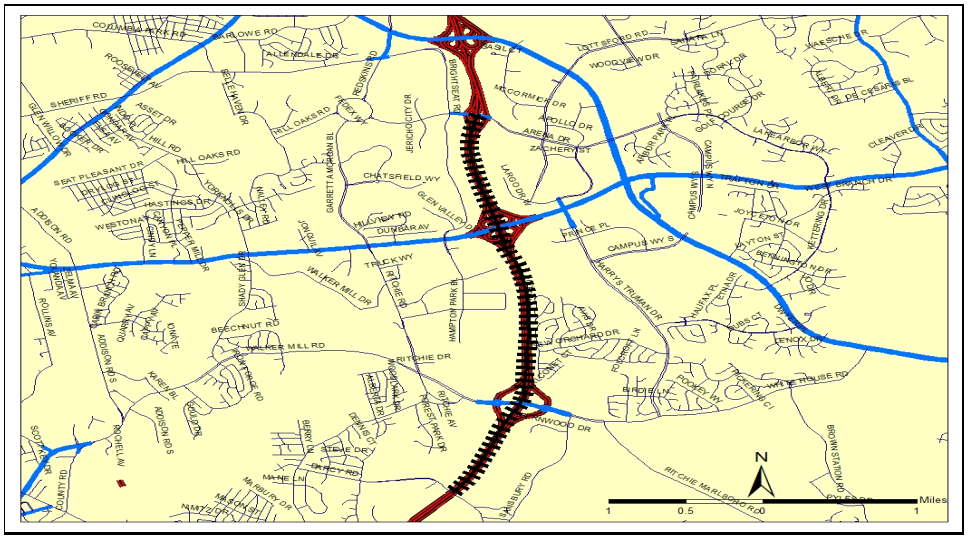
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 190,400

PROJECTED (2030) - 245,300



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from D'arcy Road to Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	441	441	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,110	217	11,893	0	0	0	0	0	11,893	0
Total	12,551	658	11,893	0	0	0	0	0	11,893	0
Federal-Aid	12,104	217	11,887	0	0	0	0	0	11,887	0

CLASSIFICATION:

STATE - Urban Interstate

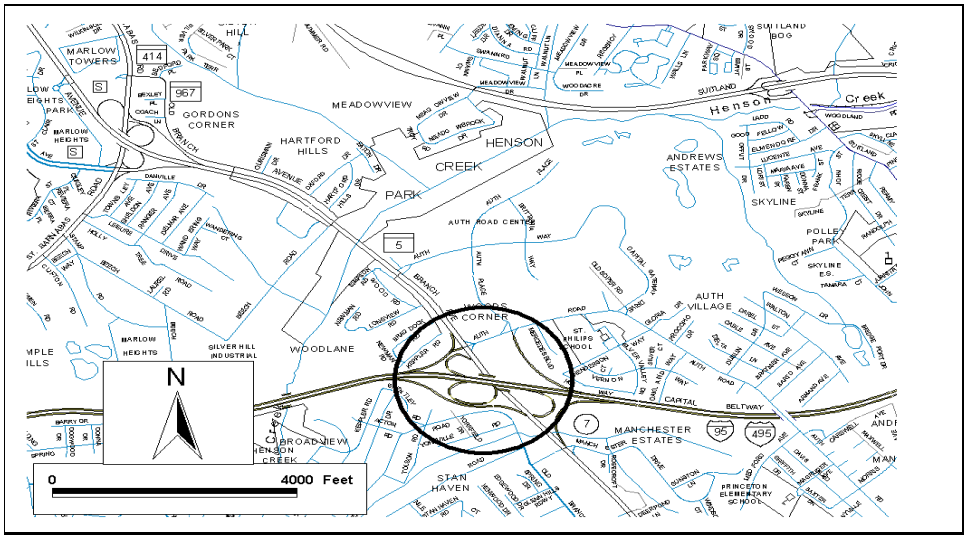
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 199,400 - 226,000

PROJECTED (2030) - 246,850 - 265,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $7.7 million to Right-of-Way and $40.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,995	3,860	135	0	0	0	0	0	135	0
Right-of-way	15,814	21	5,736	4,314	4,007	1,736	0	0	15,793	0
Construction	40,482	0	3,071	11,016	13,494	12,901	0	0	40,482	0
Total	61,068	4,658	8,942	15,330	17,501	14,637	0	0	56,410	0
Federal-Aid	50,244	3,095	8,211	12,906	14,233	11,799	0	0	47,149	0

CLASSIFICATION:

STATE - Principal Arterial

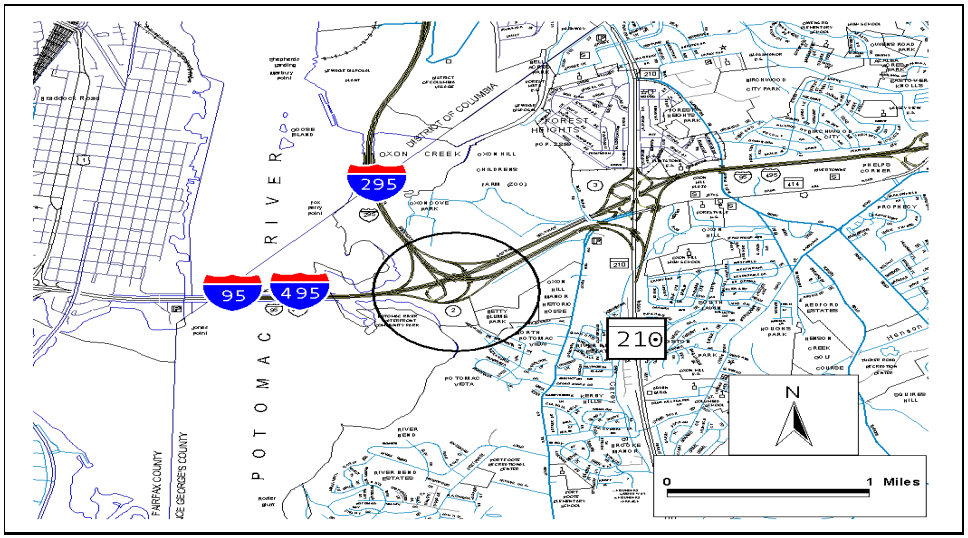
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 134,250 (MD 5) 186,425 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5) 204,400 (I-95/495)



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Constructed access improvements and MD 414 Extended.

PURPOSE & NEED SUMMARY STATEMENT: This project supports the National Harbor project, which is a major economic development engine in Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 11)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)
MD 210, MD 228 to I-95/I-495 (Line 19)
Capital Beltway South Side Transit Study (MTA)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	380	380	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,130	35,097	33	0	0	0	0	0	33	0
Total	35,510	35,477	33	0	0	0	0	0	33	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

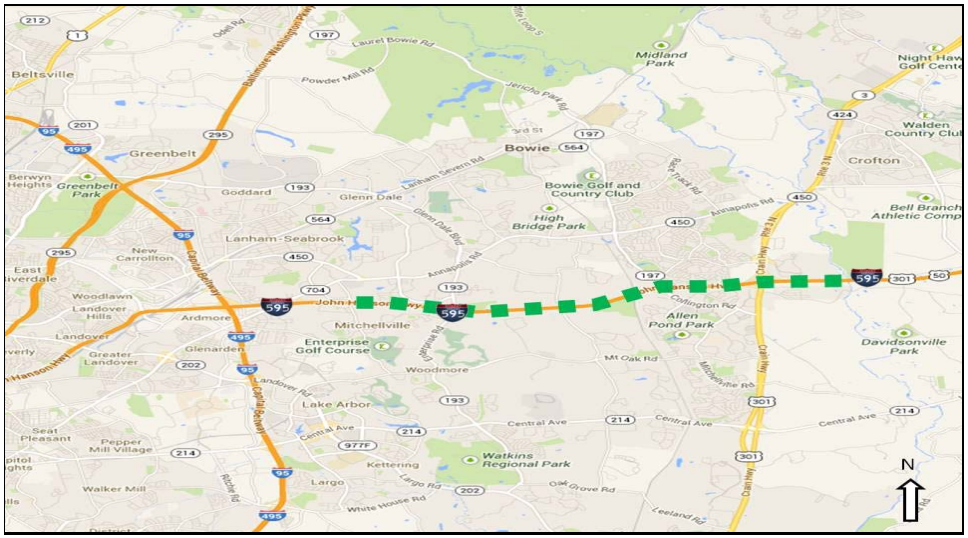
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 199,850

PROJECTED (2030) - 278,100



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on I-595 from south of Lottsford Vista Road to Anne Arundel County Line.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☒ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enchancing the quality of travel along the corridor.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	133	133	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	0	0	5,731	7,669	0	0	0	13,400	0
Total	13,533	133	0	5,731	7,669	0	0	0	13,400	0
Federal-Aid	10,540	88	0	4,470	5,982	0	0	0	10,452	0

CLASSIFICATION:

STATE - Urban Interstate/Rural In

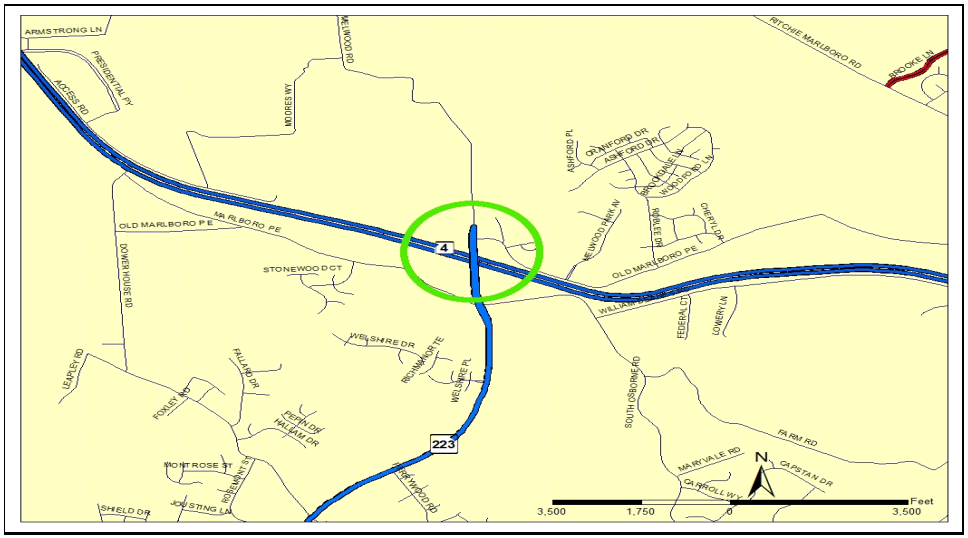
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 106,350 - 125,150

PROJECTED (2030) - 127,500 - 150,000



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1618101 and 1618102 over MD 223.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95 (Line 16)
MD 223, Stead Road to MD 5 (Line 27)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of $2.0 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,120	1,120	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,258	3,683	7,734	6,187	3,654	0	0	0	17,575	0
Total	22,378	4,803	7,734	6,187	3,654	0	0	0	17,575	0
Federal-Aid	21,935	4,729	7,445	6,138	3,623	0	0	0	17,206	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

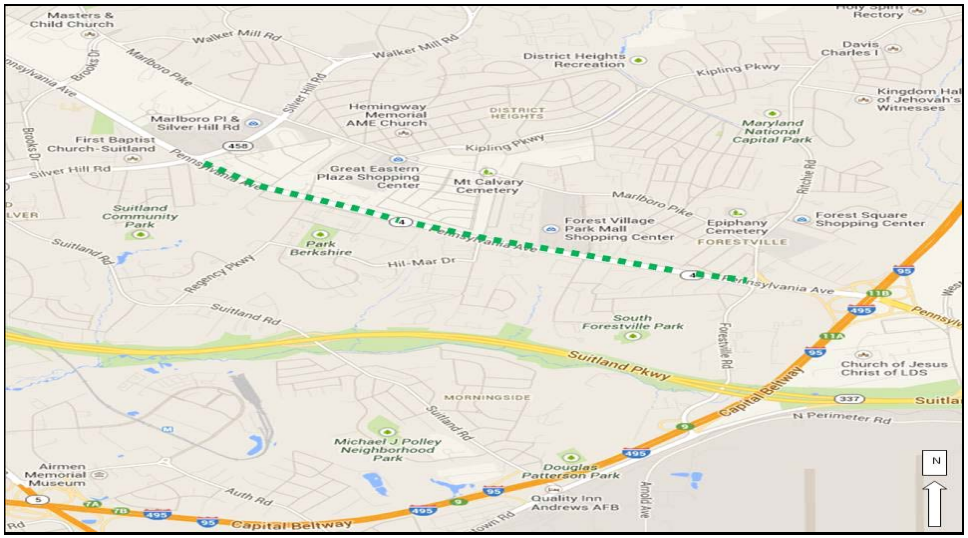
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 63,050

PROJECTED (2030) - 90,050



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot hiker/biker trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 8)
MD 4, MD 223 to I-95/I-495 (Line 16)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The raised curb, sidewalk, and hiker/biker trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,845	931	1,267	647	0	0	0	0	1,914	0
Right-of-way	527	0	5	333	189	0	0	0	527	0
Construction	28,800	0	0	2,935	12,151	8,873	4,841	0	28,800	0
Total	32,172	931	1,272	3,915	12,340	8,873	4,841	0	31,241	0
Federal-Aid	2,701	789	1,265	647	0	0	0	0	1,912	0

CLASSIFICATION:

STATE - Urban Principal Arterial

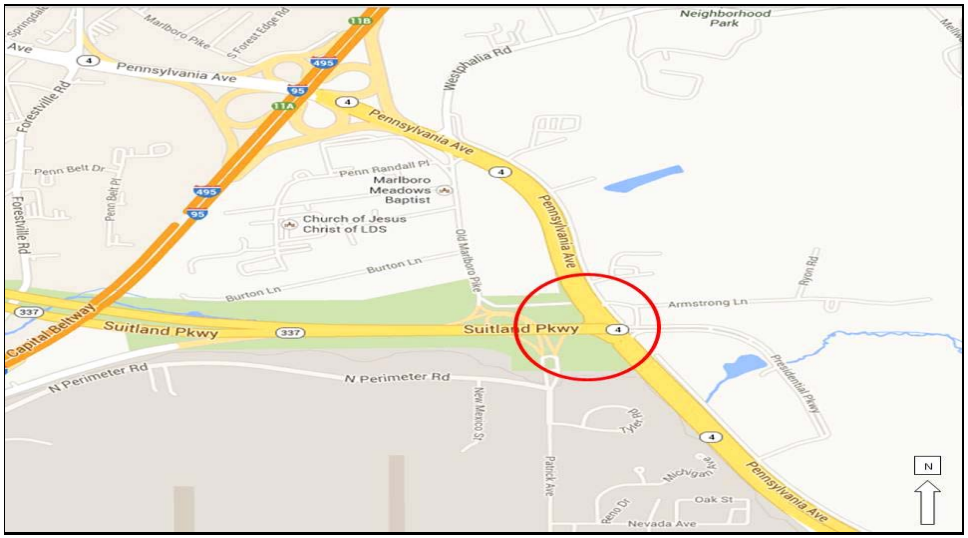
FEDERAL - Urban Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 42,500

PROJECTED (2030) - 50,375



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)
MD 4, MD 223 to I-95/I-495 (Line 16)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at the existing at-grade intersection.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $32.6 million to Right-of-Way and $116.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,599	7,543	750	750	500	56	0	0	2,056	0
Right-of-way	34,101	1,507	1,573	4,606	8,984	17,431	0	0	32,594	0
Construction	116,725	0	0	9,727	24,707	30,543	30,543	21,205	116,725	0
Total	160,425	9,050	2,323	15,083	34,191	48,030	30,543	21,205	151,375	0
Federal-Aid	35,570	6,401	2,129	5,116	7,940	13,984	0	0	29,169	0

CLASSIFICATION:

STATE - Intermediate Arterial

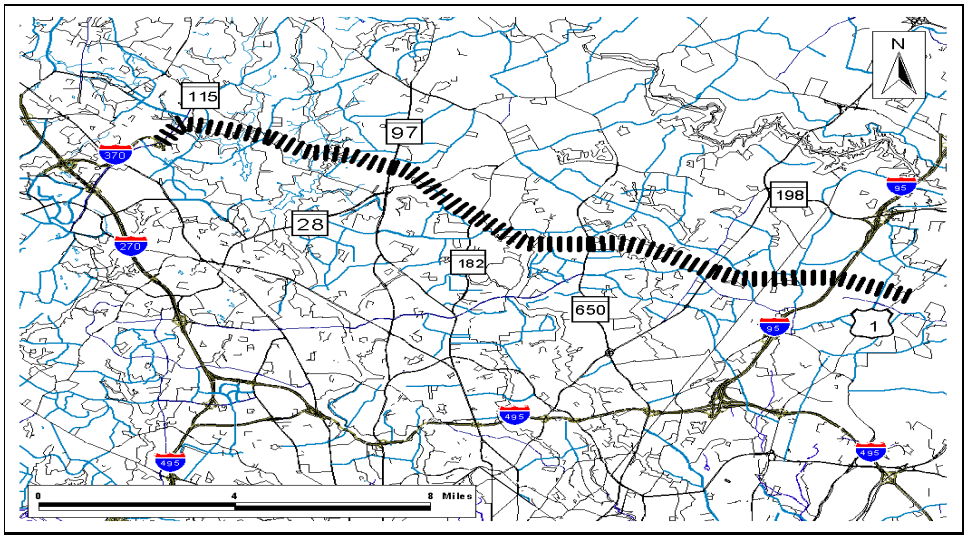
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 72,725

PROJECTED (2030) - 99,350



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct a new east-west multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
MD 28/MD 198, MD 97 to I-95 (Line 23)
MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 25)
Virginia Manor Road Relocated (TSO program Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: MD 200 provides an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access supports master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

STATUS: Construction underway. The section from I-270 to I-95 is Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	130	130	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,422	19,422	0	0	0	0	0	0	0	0
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

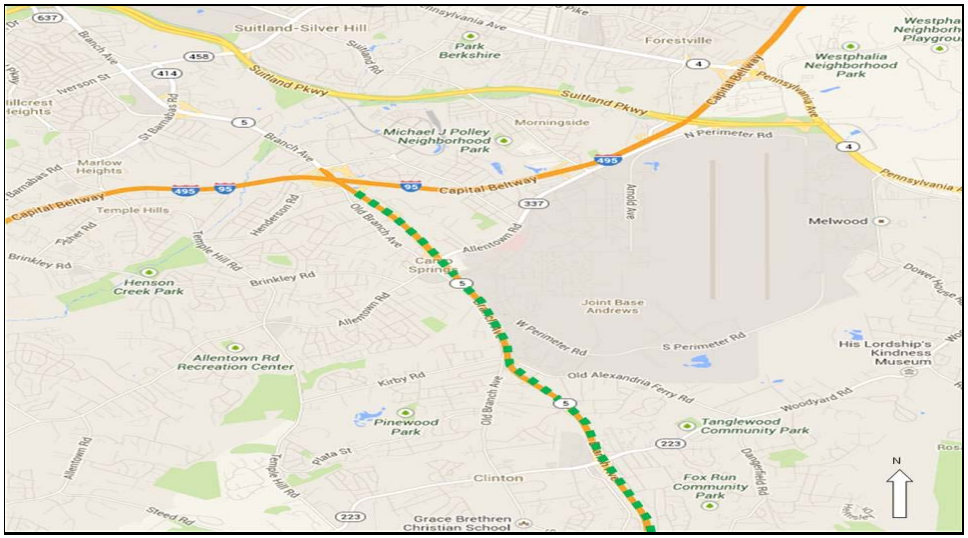
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 31,325

PROJECTED (2030) - 96,500



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resufacing improvements on MD 5 from MD 223 to south of I-95.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 to I-95 (Line 17)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Engineering underway. Construction to begin during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	153	147	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,868	0	0	8,673	2,195	0	0	0	10,868	0
Total	11,021	147	6	8,673	2,195	0	0	0	10,874	0
Federal-Aid	8,621	145	0	6,765	1,711	0	0	0	8,476	0

CLASSIFICATION:

STATE - Principal Arterial

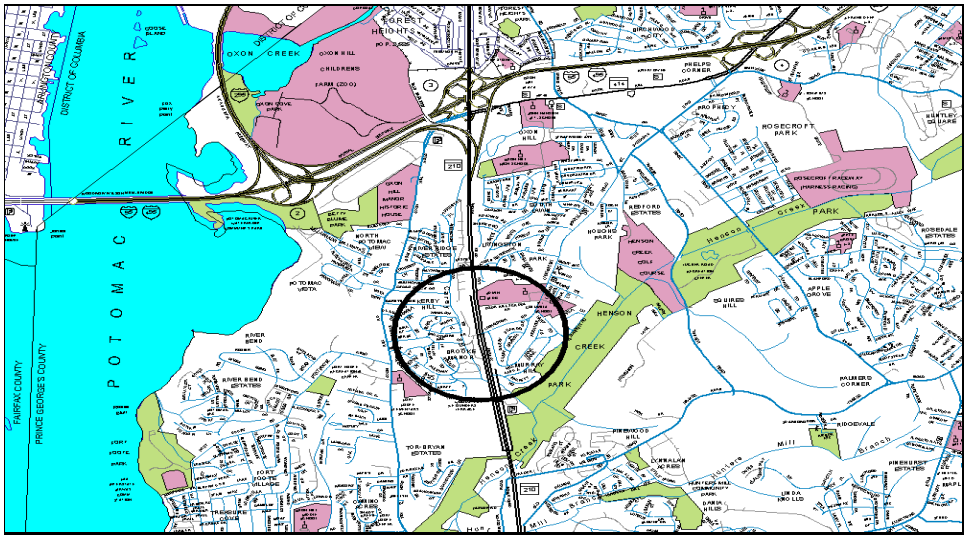
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 136,150

PROJECTED (2030) - 159,300



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 4)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)
MD 210, MD 228 to 95/I-495 (Line 19)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $11.3 million to Right-of-Way and $74.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,409	1,300	988	500	3,621	0	0	0	5,109	0
Right-of-way	11,251	0	250	5,000	5,622	379	0	0	11,251	0
Construction	74,575	0	0	5,220	16,462	21,682	24,996	6,215	74,575	0
Total	92,235	1,300	1,238	10,720	25,705	22,061	24,996	6,215	90,935	0
Federal-Aid	6,013	1,014	878	500	3,621	0	0	0	4,999	0

CLASSIFICATION:

STATE - Intermediate Arterial

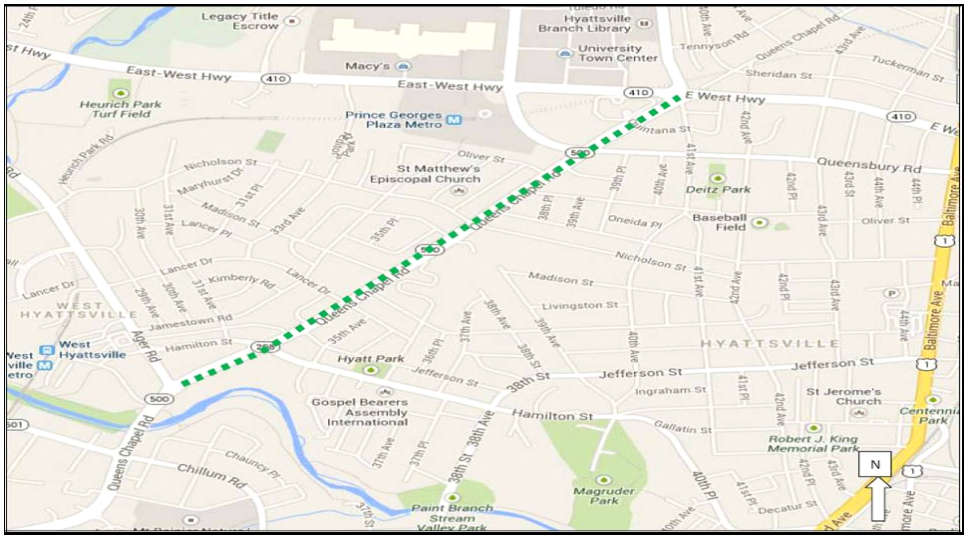
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 81,750

PROJECTED (2030) - 126,350



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road)

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The landscaped median, sidewalks and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added $10.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,777	1,450	327	0	0	0	0	0	327	0
Right-of-way	1,394	0	1,015	379	0	0	0	0	1,394	0
Construction	10,600	0	631	6,137	3,832	0	0	0	10,600	0
Total	13,771	1,450	1,973	6,516	3,832	0	0	0	12,321	0
Federal-Aid	2,215	829	1,163	223	0	0	0	0	1,386	0

CLASSIFICATION:

STATE - Urban Minor Arterial

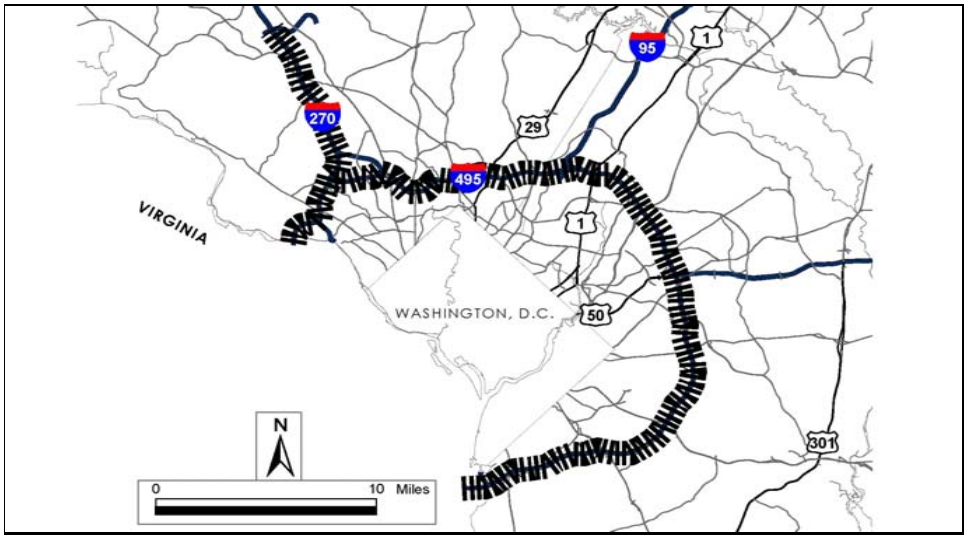
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 23,200

PROJECTED (2030) - 31,200



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 3)
MD 4, Interchange at Suitland Parkway (Line 8)
I-95/I-495, Greenbelt Metro Station (Line 14)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

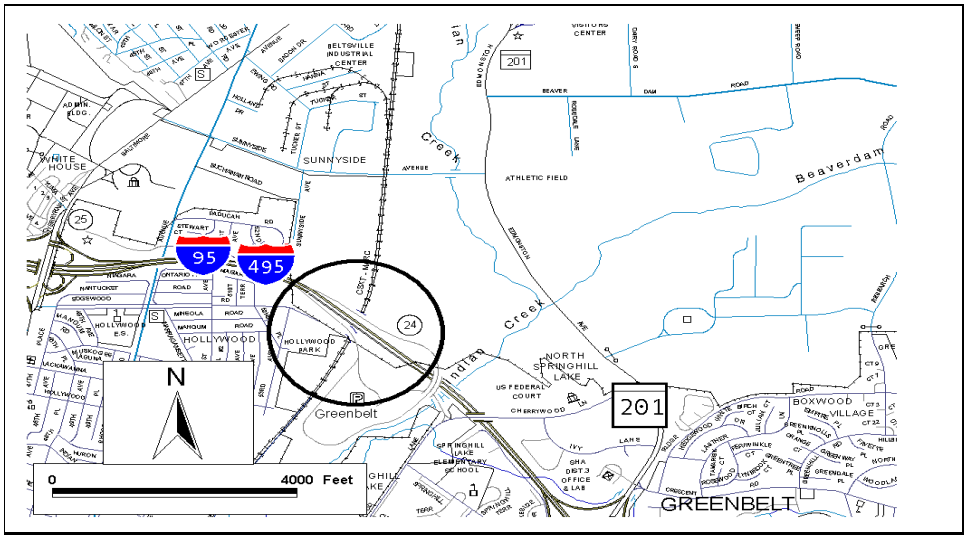
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 101,700 - 245,000

PROJECTED (2030) - 125,900 - 269,700

STIP REFERENCE #AW5181 12/01/2013 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $7.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	7,214	216	500	998	2,500	2,500	500	0	6,998	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,775	1,777	500	998	2,500	2,500	500	0	6,998	0
Federal-Aid	7,032	1,574	390	778	1,950	1,950	390	0	5,458	0

CLASSIFICATION:

STATE - Principal Arterial

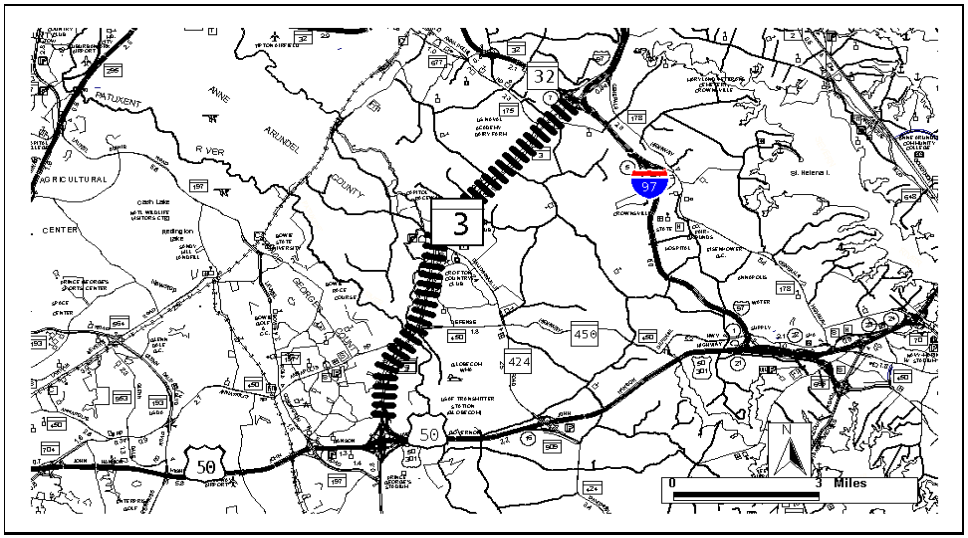
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 225,000

PROJECTED (2030) - 269,700



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 20)
US 301, North of Mount Oak Road to US 50 (Line 21)
MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,871	6	50	51	0	0	0	107	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,651	8,544	6	50	51	0	0	0	107	0
Federal-Aid	2,944	2,865	4	37	38	0	0	0	79	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

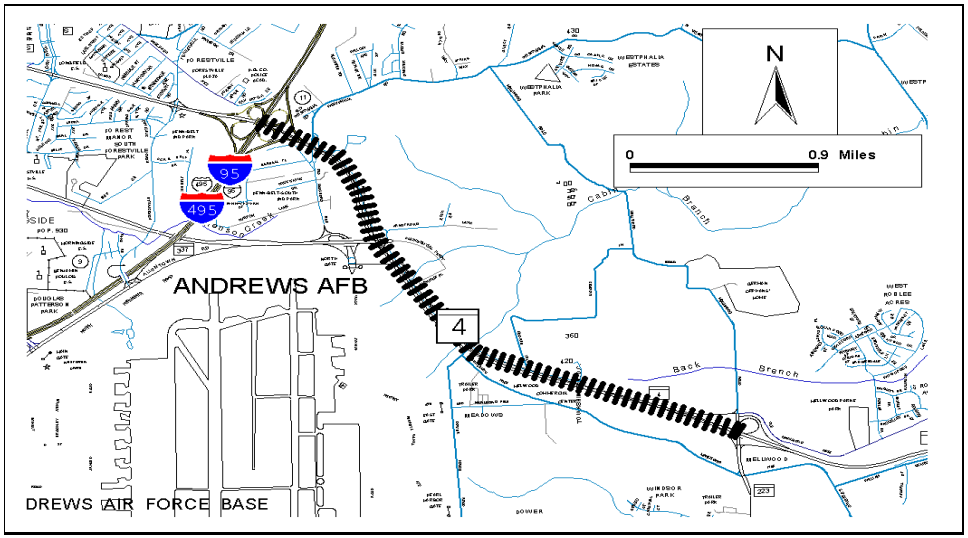
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 63,300 - 81,275

PROJECTED (2030) - 78,375 - 124,800

STIP REFERENCE #AT1981 12/01/2013 The estimated cost is for the entire project in Prince George's and Anne Arundel counties.



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 8)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

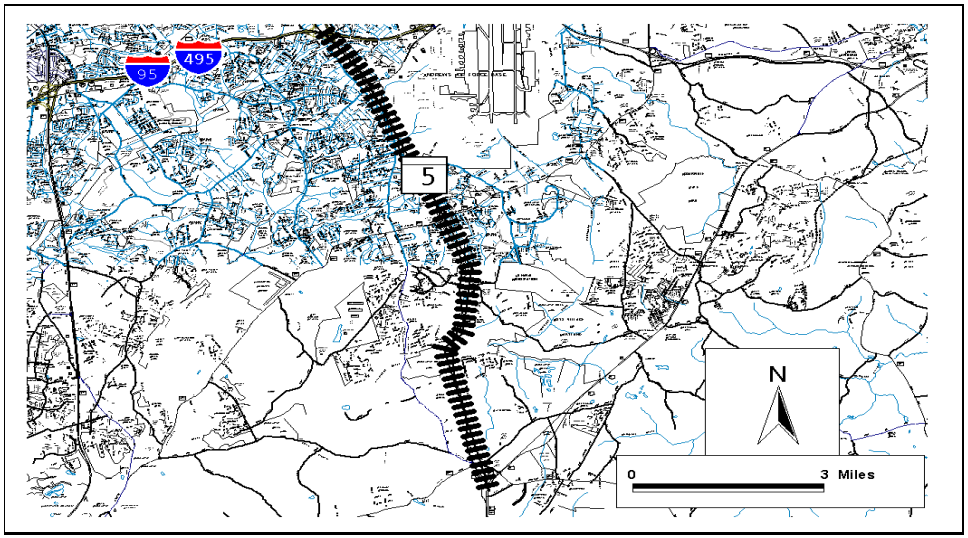
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 72,725

PROJECTED (2030) - 99,325



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 3)
MD 5, MD 223 to I-95 (Line 10)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 18)
US 301, South Corridor Transportation Study (Line 20)
US 301, Waldorf Area Project (Line 22)
MD 223, Steed Road to MD 5 (Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,091	3,598	293	200	0	0	0	0	493	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,491	293	200	0	0	0	0	493	0
Federal-Aid	7,606	7,513	93	0	0	0	0	0	93	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 136,150

PROJECTED (2030) - 159,300



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian access will be included where appropriate.

JUSTIFICATION: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)
US 301, South Corridor Transportation Study (Line 20)
US 301, Waldorf Area Project (Line 22)

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $12.1 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,682	4,104	500	500	1,728	850	0	0	3,578	0
Right-of-way	12,135	59	1,233	4,867	5,976	0	0	0	12,076	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,817	4,163	1,733	5,367	7,704	850	0	0	15,654	0
Federal-Aid	15,600	3,172	1,623	4,186	5,957	662	0	0	12,428	0

CLASSIFICATION:

STATE - Principal Arterial

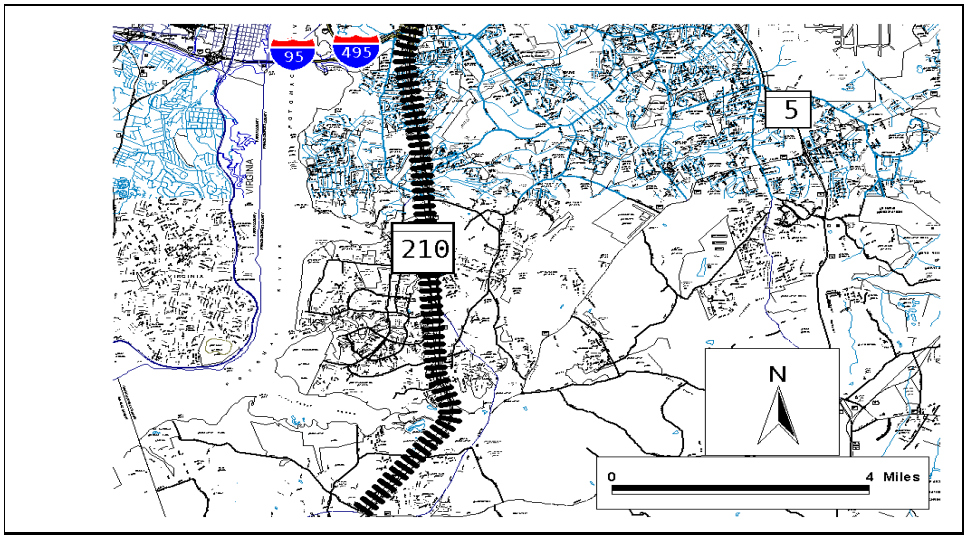
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 65,000

PROJECTED (2030) - 97,700



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 4)
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 11)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

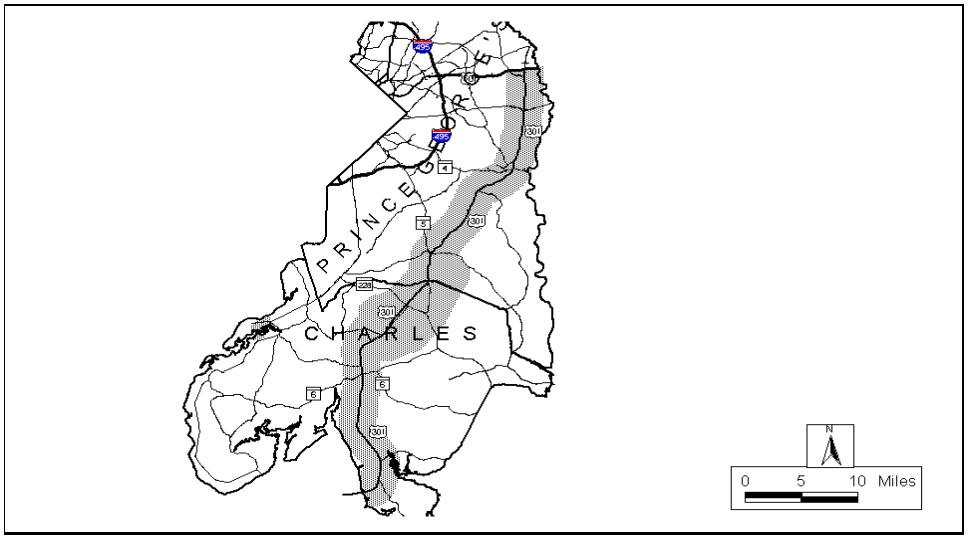
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 81,950

PROJECTED (2030) - 126,350



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 15)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 17)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 18)
US 301, North of Mount Oak Road to US 50 (Line 21)
US 301, Waldorf Area Project (Line 22)
Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,744	10,744	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	2,651	3,000	3,000	3,090	3,910	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,413	55,752	10	2,651	3,000	3,000	3,090	3,910	15,661	0
Federal-Aid	7,524	7,521	0	0	0	0	0	0	0	3

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

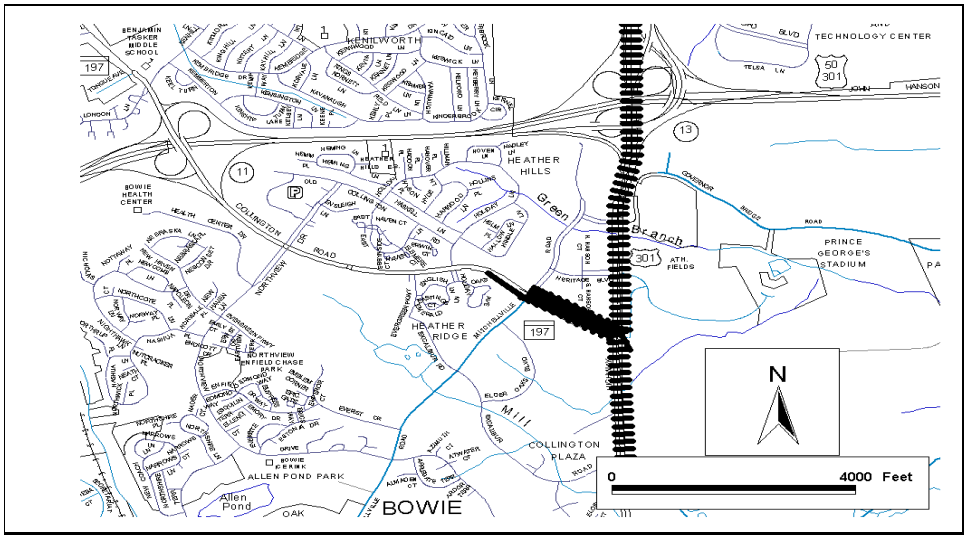
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 19,850(Charles) - 91,100 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)

STIP REFERENCE #AW5341 12/01/2013 The estimated cost is for the entire project in Prince George's and Charles counties.



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 15)
US 301, South Corridor Transportation Study (Line 20)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

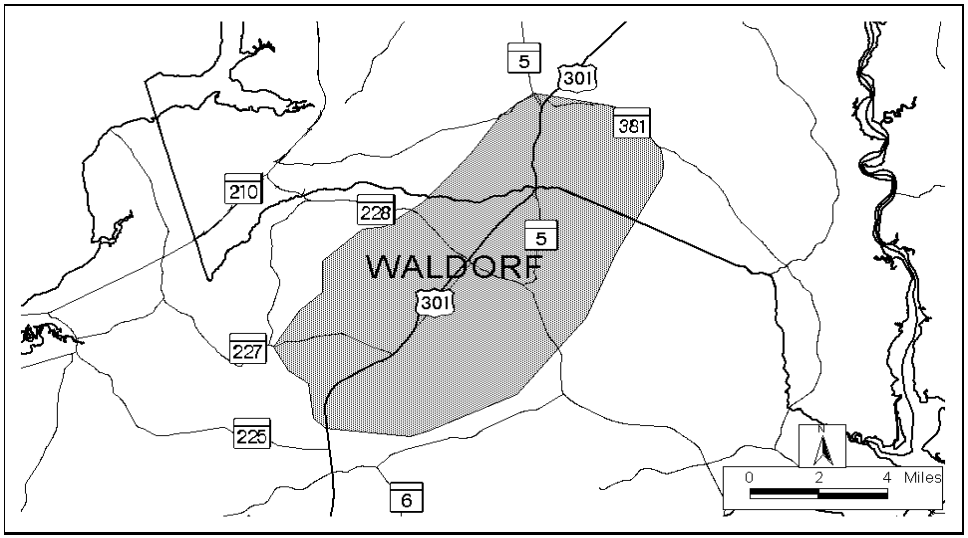
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 69,175 (US 301) 22,500
(MD 197)

PROJECTED (2030) - 114,300 (US 301)
33,500 (MD 197)



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 15)
MD 5, US 301 to I-95/I-495 (Line 17)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 18)
US 301, North of Mount Oak Road to US 50 (Line 21)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,637	9,637	200	1,740	1,640	1,420	0	0	5,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,637	9,637	200	1,740	1,640	1,420	0	0	5,000	0
Federal-Aid	8,502	7,039	0	1,463	0	0	0	0	1,463	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

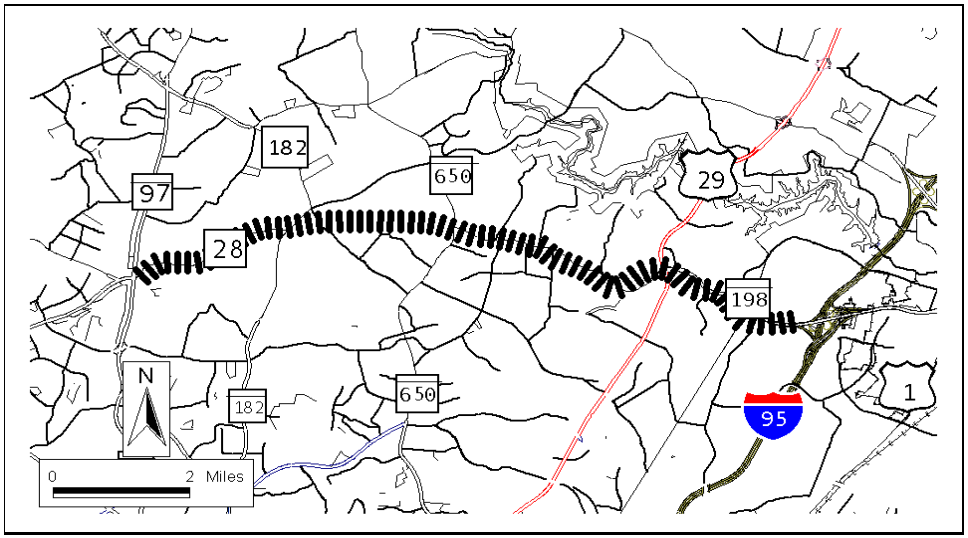
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)

STIP REFERENCE #AT8661 12/01/2013 The estimated cost is for the entire project in Prince George's and Charles counties.



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
InterCounty Connector (Line 9)

STATUS: Planning study to resume during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $3.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,032	300	900	1,100	700	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,032	4,032	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

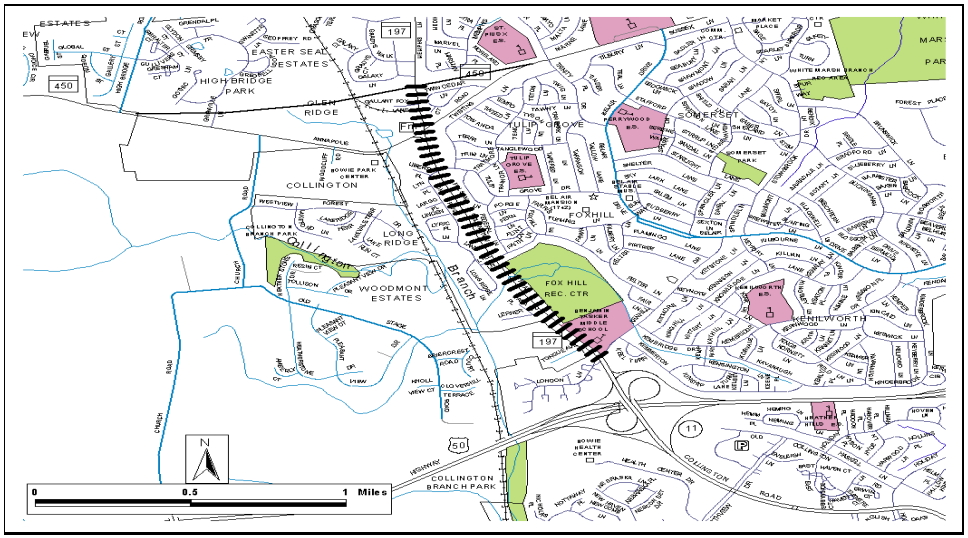
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 17,450 - 22,350 (MD 28)
15,000 - 42,175 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)

STIP REFERENCE #MO8861 12/01/2013 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering to begin during current fiscal year. County contributed $1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $11.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	576	576	0	0	0	0	0	0	0	0
Engineering	11,000	0	400	1,000	3,800	3,800	2,000	0	11,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,576	576	400	1,000	3,800	3,800	2,000	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

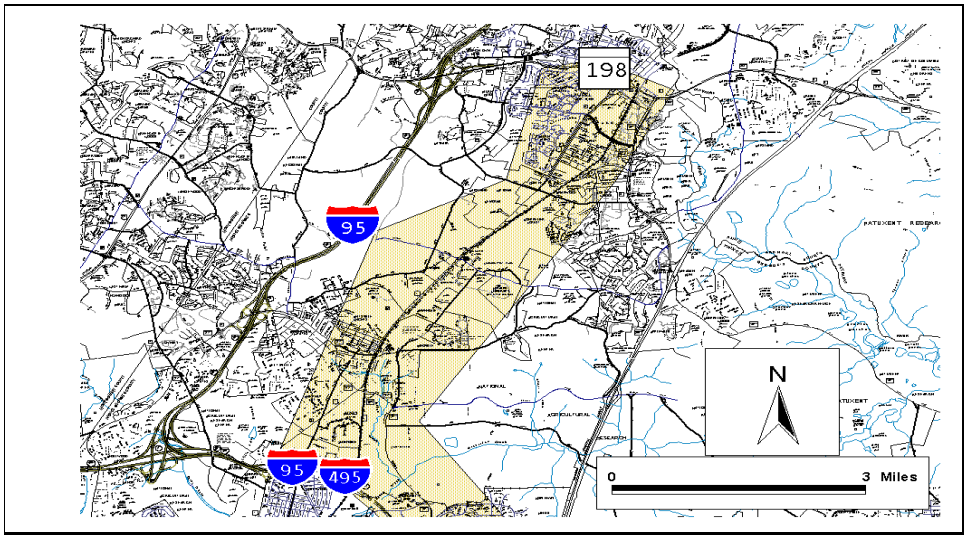
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 31,400

PROJECTED (2030) - 57,925



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
InterCounty Connector (Line 9)
US 1, College Avenue to Sunnyside Avenue (Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

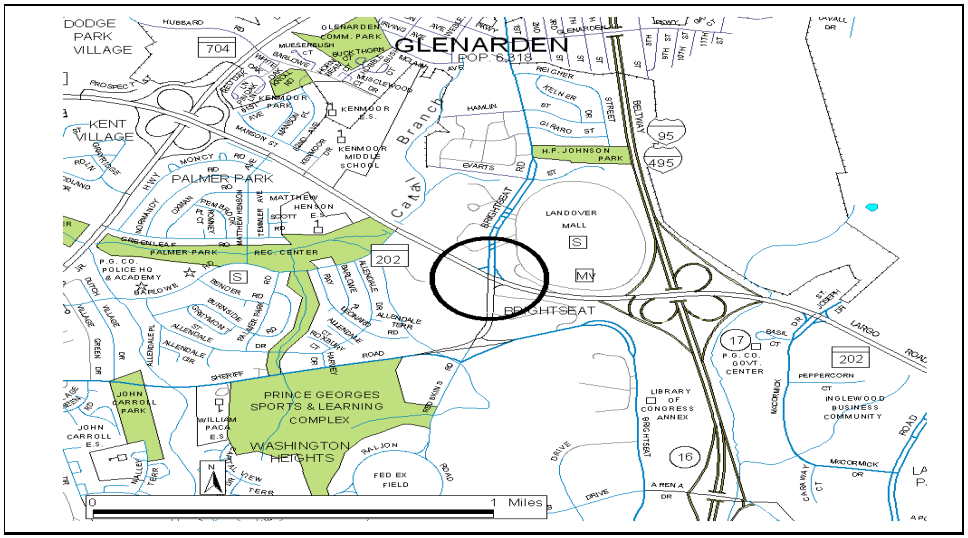
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 46,375

PROJECTED (2030) - 62,300



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 13)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

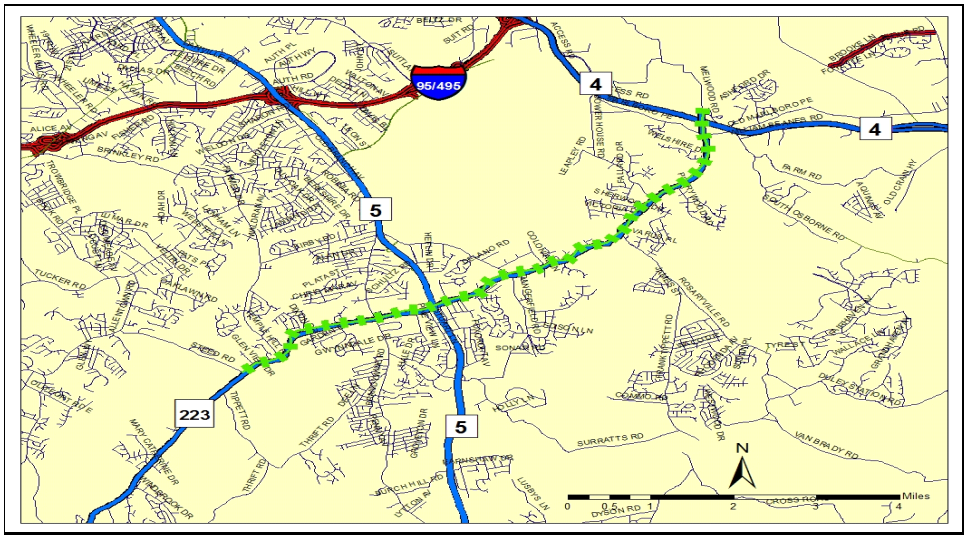
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 53,950

PROJECTED (2030) - 68,575



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4. Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 17)

STATUS: Corridor Study underway for the Segment from Steed Road to MD 4.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,671	696	325	400	250	0	0	0	975	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,671	696	325	400	250	0	0	0	975	0
Federal-Aid	1,000	25	325	400	250	0	0	0	975	0

CLASSIFICATION:

STATE - Other Principal Arterial

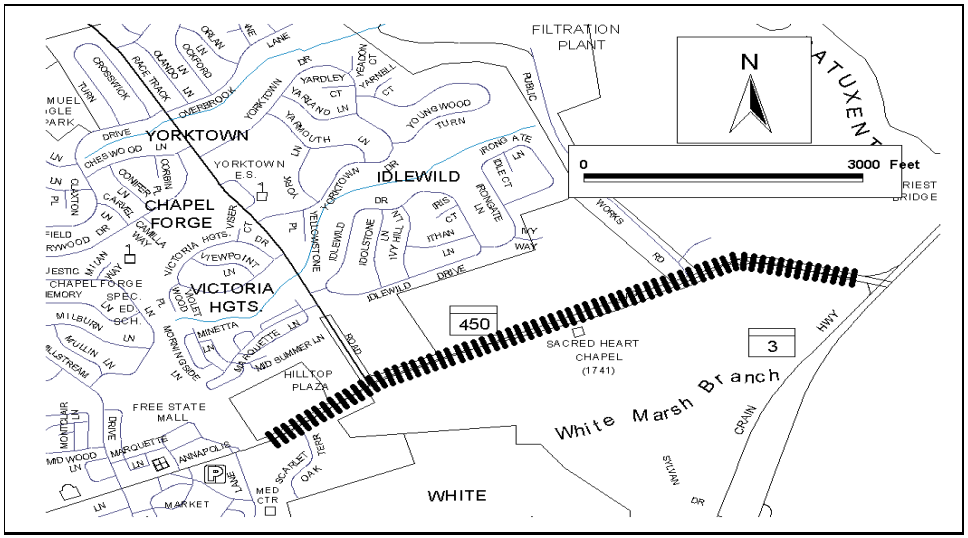
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 48,150

PROJECTED (2030) - 62,375



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,811	2,811	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

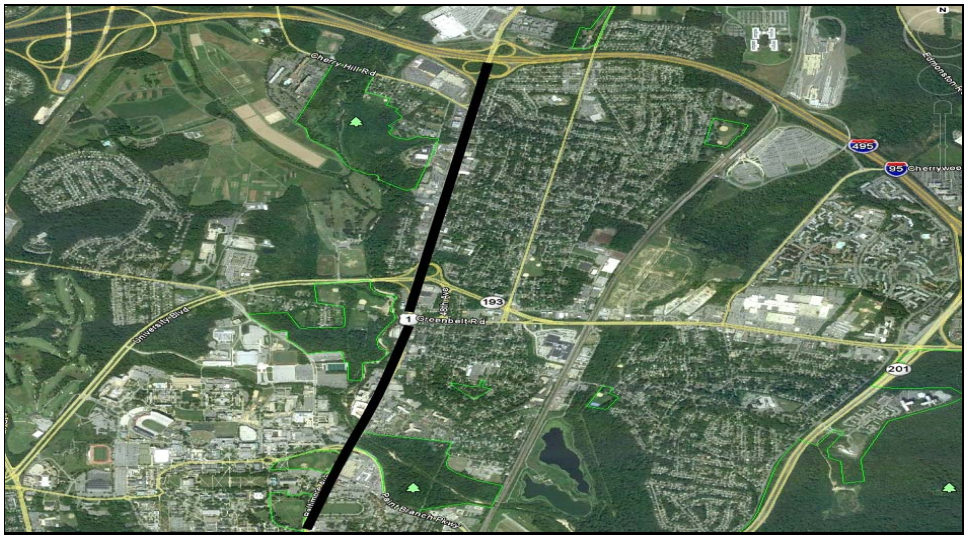
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 26,700

PROJECTED (2030) - 58,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $19.6 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,800	453	750	1,000	1,000	5,597	0	0	8,347	0
Right-of-way	19,576	0	100	1,000	10,000	6,000	2,476	0	19,576	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,714	1,791	850	2,000	11,000	11,597	2,476	0	27,923	0
Federal-Aid	8,800	453	750	1,000	1,000	5,597	0	0	8,347	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 47,700

PROJECTED (2030) - 71,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Prince George's County; resurface	4,600	Completed
2		Various Locations in Prince George's County; resurface	4,510	Completed
3	US 50	John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface	5,016	Completed
4	MD 202	Largo Road; Homestead Drive to entrance of Prince George's Community College; resurface	1,418	Completed
5	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	3,887	Completed
6	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	2,003	Completed
		Bridge Replacement/Rehabilitation		
7	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA Project)	7,265	Completed
		Safety/Spot Improvement		
8	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	Completed
9	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	Completed
10	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
11		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
12		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Under construction
13		Various locations in Prince George's County; mill/grind and resurface	4,307	Under construction
14	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,501	Under construction
15	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	2,288	FY 2015
16	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	2,809	Under construction
17	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
18	MD 193	University Boulevard; 23rd Avenue to US 1 Overpass; resurface	5,834	FY 2015
19	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,957	Under construction
20	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,463	Under construction
21	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,591	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
22	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,156	Under construction
23	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,931	Under construction
24	MD 202	Landover Road; Brightseat to MD 704; resurface	2,288	FY 2015
25	MD 202	Landover Road; MD 704 to US 50; resurface	1,780	Completed
26	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,098	Under construction
27	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,458	Under construction
28	MD 223	Floral Park Road; Livingston Road to .09 miles east of Livingston Road; resurface	232	Under construction
29	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,952	FY 2014
30	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	5,125	FY 2015
31	MD 410	East West Highway; MD 650 to MD 212; resurface	1,263	Completed
32	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,084	FY 2015
33	MD 430	Greenbelt Road; US 1 to MD 193; resurface	908	FY 2015
34	MD 450	Annapolis Road; 65th Avenue to 85th Avenue; resurface	4,004	FY 2015
35	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,436	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
36	I 595	At US 301 interchange ramps and cd lanes; resurface	1,860	Under construction
37	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,716	FY 2015
38	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,631	FY 2015
39	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,688	FY 2015
		Bridge Replacement/Rehabilitation		
40		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95	1,655	FY 2014
		Safety/Spot Improvement		
41	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	10,387	FY 2015
42	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	886	Under construction
43	MD 5	Branch Avenue; proximity of Washington Executive Airport/Hyde and Andrews Air Force Base; guard rails	881	Completed
44	MD 216 NB	At the Patuxent River; drainage improvement	338	Under construction
45	MD 450	Annapolis Road; at Public Works Road; geometric improvements	442	FY 2014
46	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	995	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
47	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,808	Under construction
		Community Safety and Enhancements		
48	MD 4	Pennsylvania Avenue; Forestville Road to Silver Hill Road; pedestrian safety (Funded for preliminary engineering)	2,842	PE Underway
49	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Transportation Infrastructure Investment Act of 2013)	8,506	FY 2014
50	MD 201	Kenilworth Avenue; Kenilworth Towers to MD 410; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	5,357	FY 2015
51	MD 212	Powder Mill Road; Montgomery Road to US 1; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
52	MD 450	Annapolis Road; Peace Cross to 56th Street in Bladensburg; urban reconstruct (Project on hold)		PE Underway
53	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruct (Funded for preliminary engineering)	2,947	PE Underway
		Noise Barriers		
54	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	1,731	FY 2014
55	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Noise Barriers (cont'd)		
56	I 595	John Hanson Highway; various locations; noise abatement	1,776	FY 2014
		Traffic Management		
57		At various locations in District 3 and 7; signalization	5,720	FY 2015
58	I 95	At I 495 interchange; lighting	2,059	FY 2015
59	I 95	Capital Beltway; at I 595 interchange; lighting	2,402	FY 2015
		Commuter Action Improvements		
60	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	1,912	Under construction
		Sidewalks		
61	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	131	Completed
		Intersection Capacity Improvements		
62	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	925	Under construction
63	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,128	Under construction
		TMDL Compliance		
64	MD 210	Indian Head Highway; between DC Line and Charles County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015

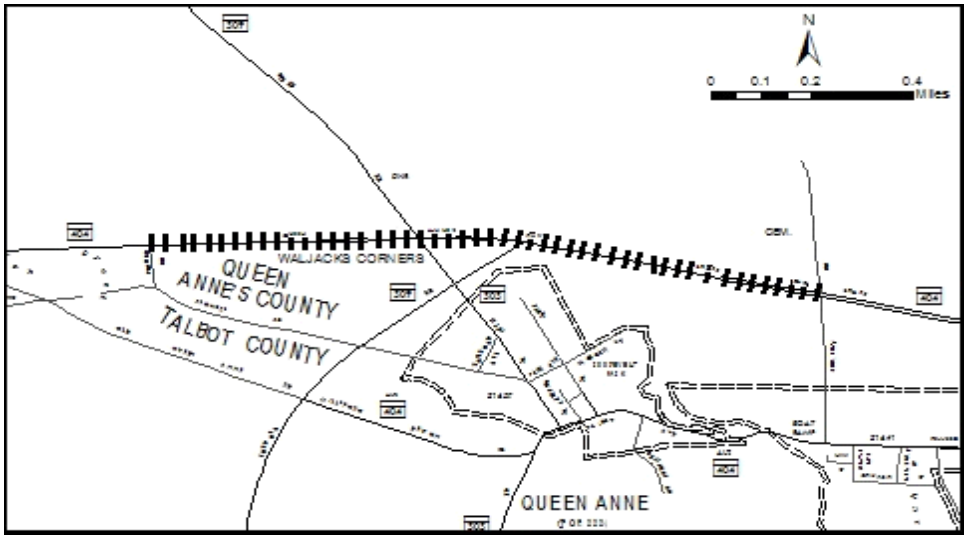
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Enhancements		
		Archaeological Planning & Research		
65		Archeology of the USS Scorpion 2010; archeological excavation	2,022	FY 2015
66		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Underway

SHA



QUEEN ANNE'S COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $29.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,017	2,601	300	116	0	0	0	0	416	0
Right-of-way	6,182	101	3,132	1,300	1,649	0	0	0	6,081	0
Construction	29,595	0	2,168	7,283	9,210	10,934	0	0	29,595	0
Total	38,794	2,702	5,600	8,699	10,859	10,934	0	0	36,092	0
Federal-Aid	31,377	2,354	4,708	7,014	8,773	8,528	0	0	29,023	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

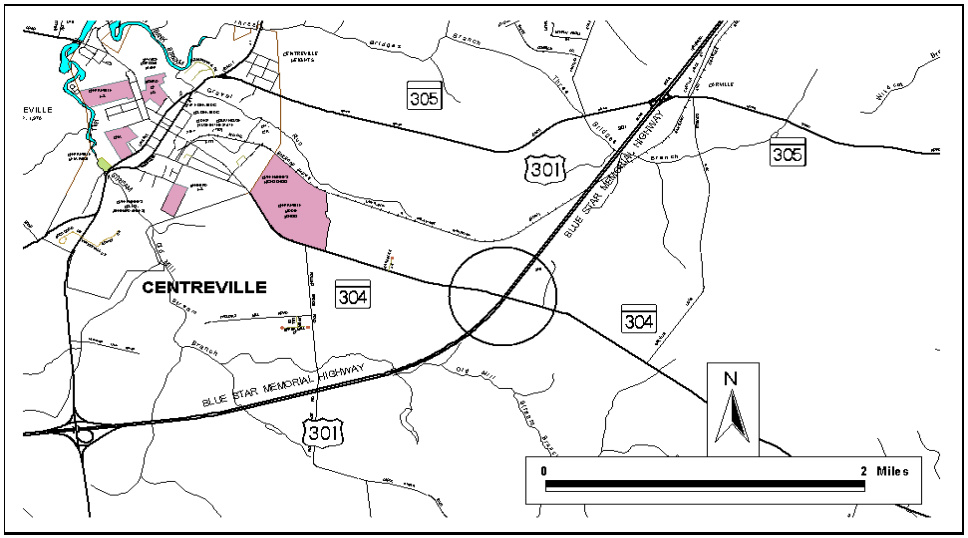
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 16,100

PROJECTED (2030) - 24,900

STIP REFERENCE #AW8962 12/01/2013 The estimated cost is for the entire project in Queen Anne's and Caroline counties.



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $1.9 million to Right-of-Way and $50.2 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,098	1,098	0	0	0	0	0	0	0	0
Engineering	7,949	1,009	750	250	5,940	0	0	0	6,940	0
Right-of-way	1,895	0	500	600	795	0	0	0	1,895	0
Construction	50,161	0	0	8,778	19,187	22,196	0	0	50,161	0
Total	61,103	2,107	1,250	9,628	25,922	22,196	0	0	58,996	0
Federal-Aid	8,727	309	1,140	718	6,560	0	0	0	8,418	0

CLASSIFICATION:

STATE - Principal Arterial

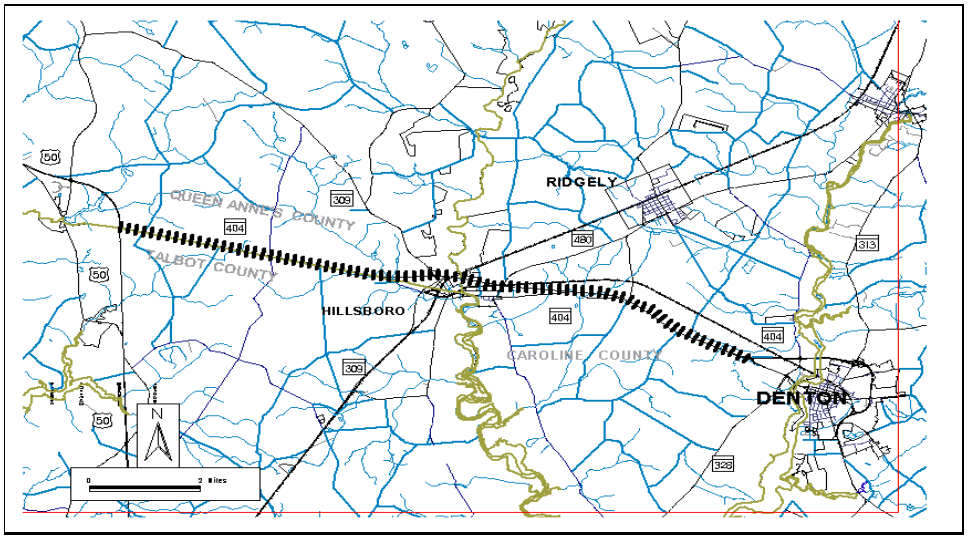
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 21,425 (U301)
5,150 (MD 304)

PROJECTED (2030) - 32,400 (US 301)
7,350 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Caroline/Queen Anne's County Line 1).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,886	4,886	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,445	5,445	0	0	0	0	0	0	0	0
Federal-Aid	3,811	3,811	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

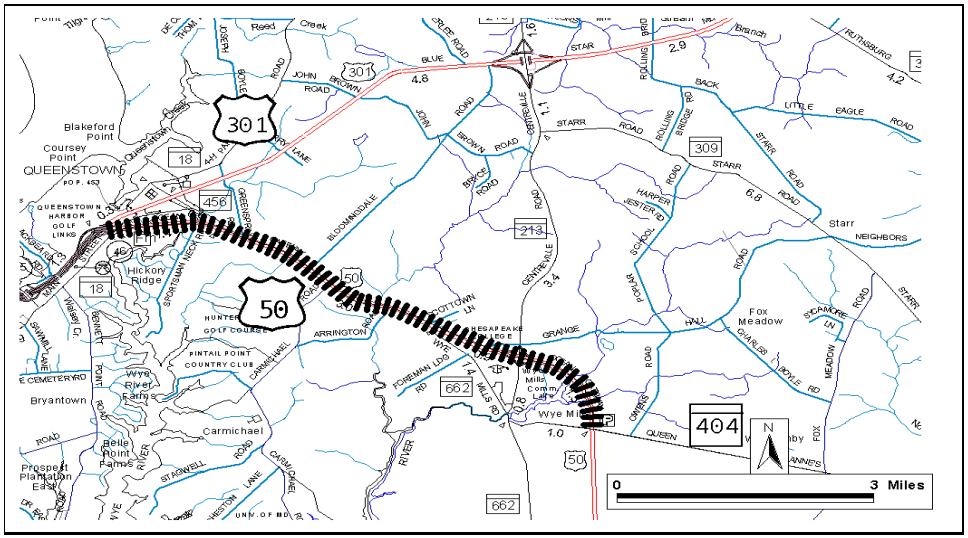
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 20,625
24,775 (Summer)

PROJECTED (2030) - 28,500
33,450 (Summer)

STIP REFERENCE #AW8961 12/01/2013 The estimated cost is for the entire project in Queen Anne's, Caroline and Talbot counties.



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 3)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,708	6,708	0	0	0	0	0	0	0	0
Right-of-way	9,787	9,787	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,052	18,052	0	0	0	0	0	0	0	0
Federal-Aid	9,230	9,230	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,625
71,500 (Summer)

PROJECTED (2030) - 78,100
93,800 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	MD 456 A	Del Rhodes Avenue; US 301 to MD 18C; resurface	1,175	Completed
		Safety/Spot Improvement		
2	US 301	Blue Star Memorial Highway; at MD 304; modified crossover	1,537	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		At various locations in Queen Anne's County; resurface	5,442	FY 2014
4		Various locations in Queen Anne's County; patch and resurface	3,574	FY 2014
5	US 50	Ocean Gateway; US 301 to west of MD 404; resurface	5,900	FY 2015
6	MD 835	Main Street/Love Point Road; east of Cockey Lane to MD 18A; geometric improvements	840	FY 2014
		Bridge Replacement/Rehabilitation		
7	US 50 WB	Ocean Gateway; Bridge 17010 over US 301; bridge deck replacement	3,238	Completed
8	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,288	FY 2014
		Safety/Spot Improvement		
9	US 50	Blue Star Memorial Highway; MdTA Maintenance to MD 404; guardrail	1,826	Under construction

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	US 50	Ocean Gateway; at MD 213; construct right turn lanes on northbound MD 213 and on southbound MD 213 approaching US 50	866	Completed
		Community Safety and Enhancements		
11	MD 303	Main Street; Park Avenue to MD 309; urban reconstruct (Funded for preliminary engineering)	824	PE Underway
		Traffic Management		
12		East of MD 8 to West of US 50/301 Split; lighting	2,839	Under construction

SHA

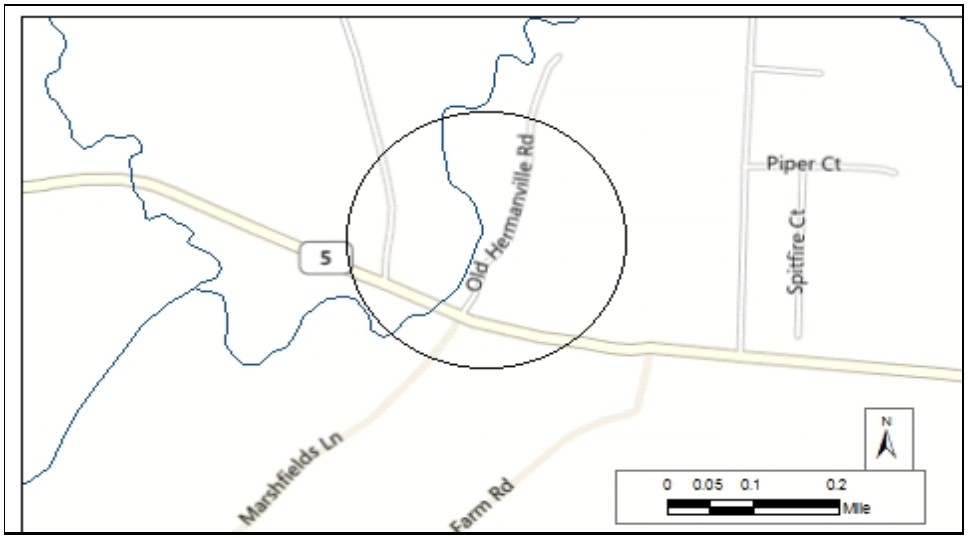




ST. MARY'S COUNTY MARYLAND

1637

SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace Bridge 18008 over Eastern Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: MD 5 is an important cross-county link in St. Mary's County. Replacement of this structure preserves and maintains the states existing transportation infrastructure.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,544	867	287	360	30	0	0	0	677	0
Right-of-way	86	0	33	49	4	0	0	0	86	0
Construction	4,004	0	0	2,715	1,289	0	0	0	4,004	0
Total	5,634	867	320	3,124	1,323	0	0	0	4,767	0
Federal-Aid	4,001	667	222	2,185	927	0	0	0	3,334	0

CLASSIFICATION:

STATE - Major Collector

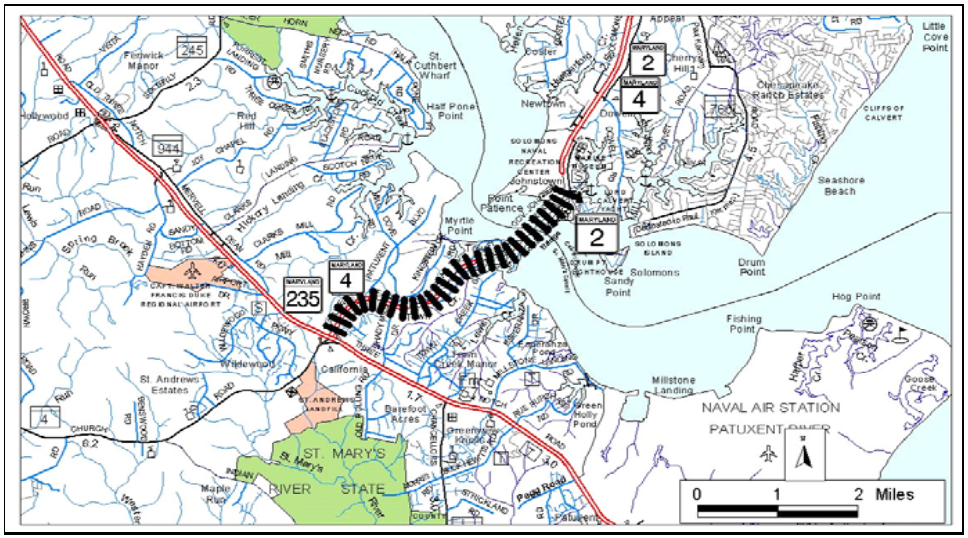
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 11,100

PROJECTED (2030) - 18,100



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $10.0 million to Engineering for the design of the bridge and $5.0 million to Engineering for the design of interim improvements along the corridor due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	3,938	250	377	470	0	0	0	1,097	0
Engineering	15,000	0	500	3,750	3,750	3,750	1,875	1,375	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,035	3,938	750	4,127	4,220	3,750	1,875	1,375	16,097	0
Federal-Aid	4,152	3,055	250	377	470	0	0	0	1,097	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

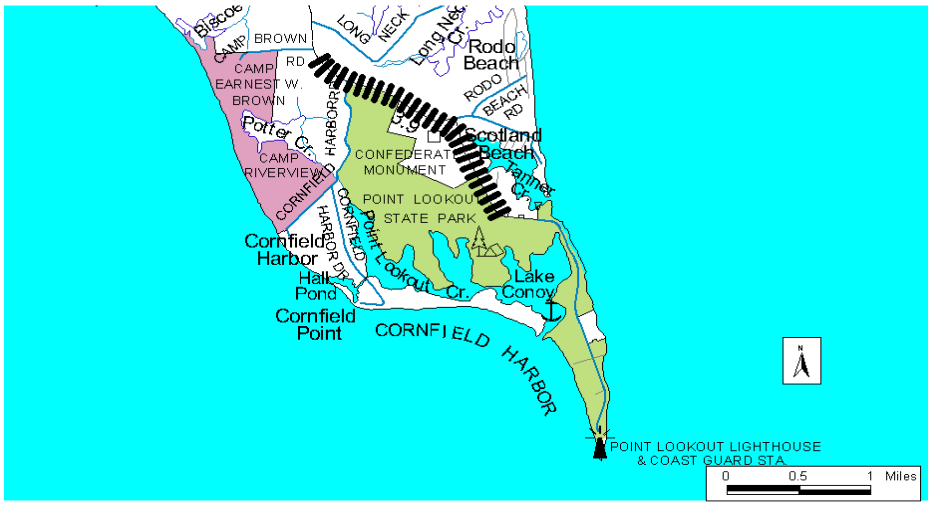
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200

STIP REFERENCE #SM3511 12/01/2013 The cost estimate is for the entire project in St. Mary's and Calvert counties.



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	455	455	0	0	0	0	0	0	0	0
Engineering	774	774	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,229	1,229	0	0	0	0	0	0	0	0
Federal-Aid	837	837	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

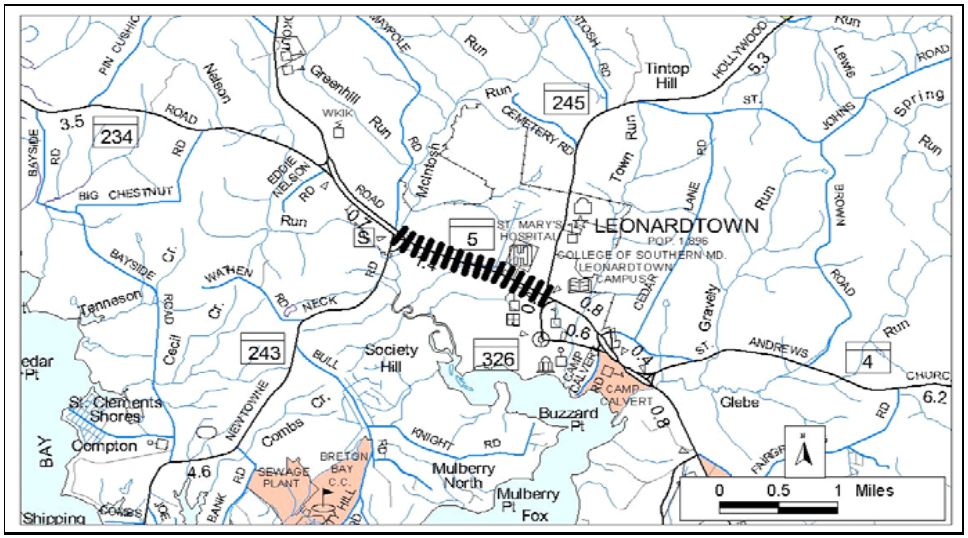
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 4,900 (Summer Peak)

PROJECTED (2030) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	1,890	160	275	0	0	0	0	435	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,325	1,890	160	275	0	0	0	0	435	0
Federal-Aid	435	0	160	275	0	0	0	0	435	0

CLASSIFICATION:

STATE - Minor Arterial

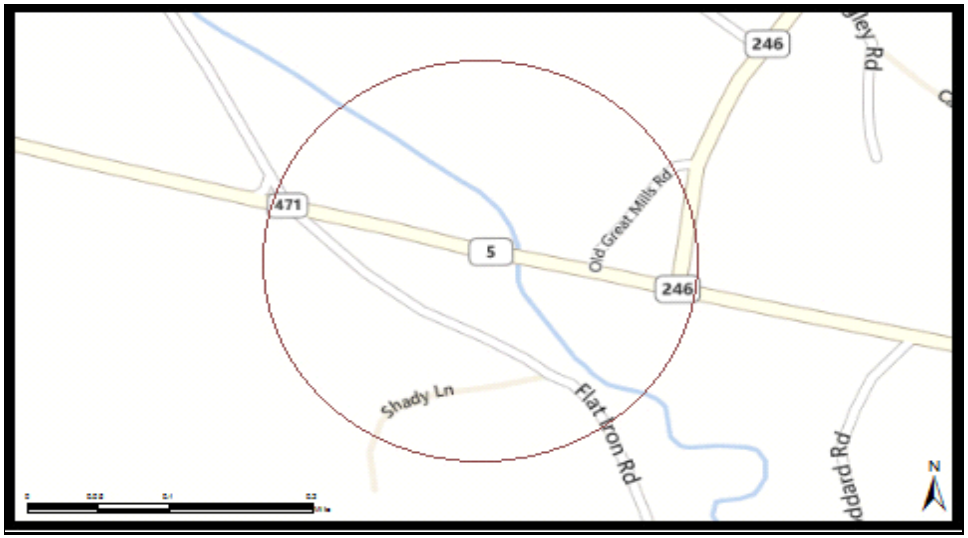
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 30,200

PROJECTED (2030) - 50,750



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Design of intersection, bridge, and drainage improvements along MD 5 at MD 246 and MD 471.

JUSTIFICATION: The existing structure is functionally obsolete. It will be widened and upgraded to provide full shoulders and sidewalks.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Development and Evaluation Program. Added $5.0 million to Planning and Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	300	0	250	50	0	0	0	0	300	0
Engineering	4,700	0	0	500	1,000	1,000	1,000	1,200	4,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	0	250	550	1,000	1,000	1,000	1,200	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 18,500

PROJECTED (2030) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

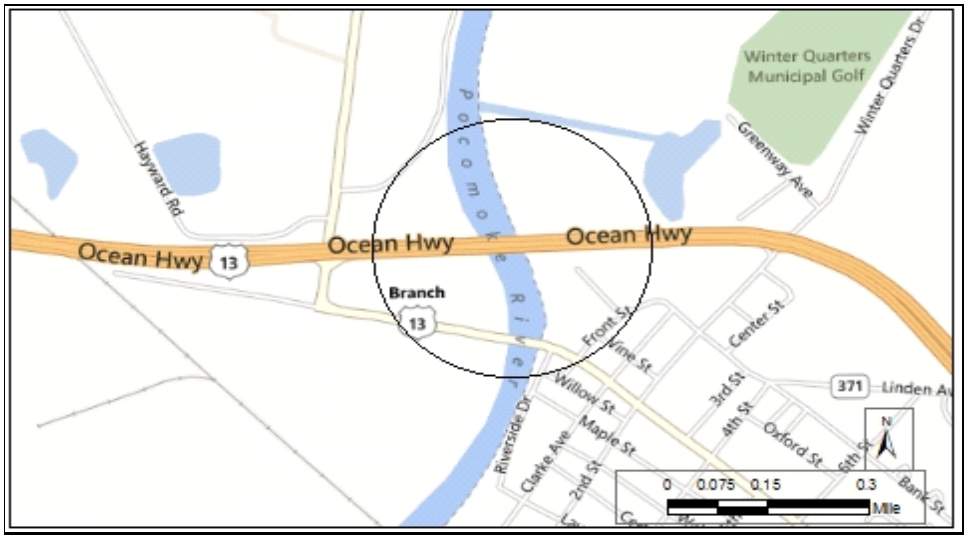
STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
1		Various locations in St. Mary's County; resurface	8,478	Under construction
2		Various locations in St. Mary's County; resurface	6,688	Under construction
		Safety/Spot Improvement		
3		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Under construction
4	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	2,746	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,435	FY 2014
		Congressional Earmarks		
6		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark $1.5 million) and (Earmark $500,000; CO)	0	
7		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO)	0	

SHA



SOMERSET COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	759	485	274	0	0	0	0	0	274	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,476	0	2,163	6,883	7,430	0	0	0	16,476	0
Total	17,235	485	2,437	6,883	7,430	0	0	0	16,750	0
Federal-Aid	13,779	383	1,946	5,506	5,944	0	0	0	13,396	0

CLASSIFICATION:

STATE - Other Principal Arterial

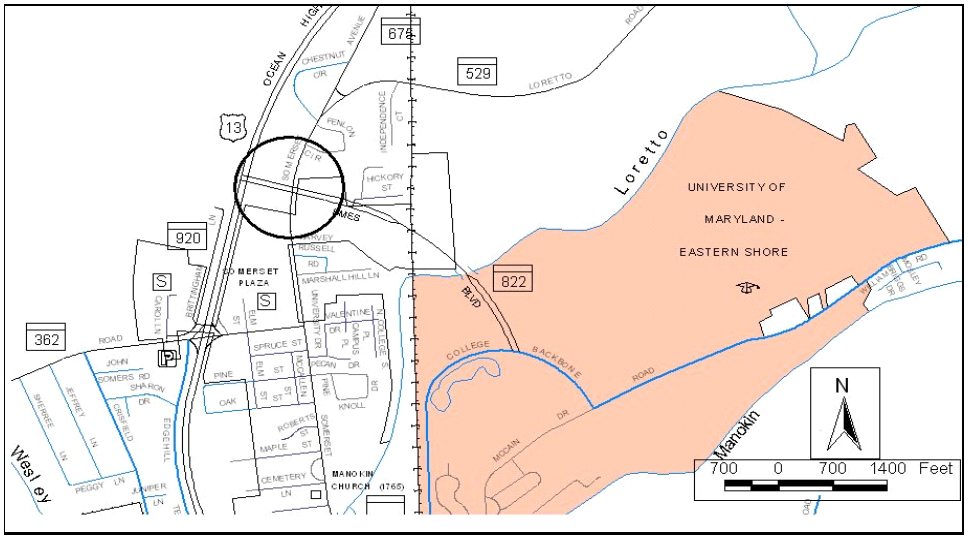
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 14,000

PROJECTED (2030) - 16,400



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 675 intersection and provide safe accommodations for pedestrians in Princess Anne.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: Construction of the roundabout will improve traffic operations and pedestrian safety at the MD 822/MD 675 intersection and along MD 675.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $3.2 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	683	559	124	0	0	0	0	0	124	0
Right-of-way	494	124	248	122	0	0	0	0	370	0
Construction	3,241	0	1,481	1,760	0	0	0	0	3,241	0
Total	4,418	683	1,853	1,882	0	0	0	0	3,735	0
Federal-Aid	2,774	106	1,196	1,472	0	0	0	0	2,668	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 2,100

PROJECTED (2030) - 3,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

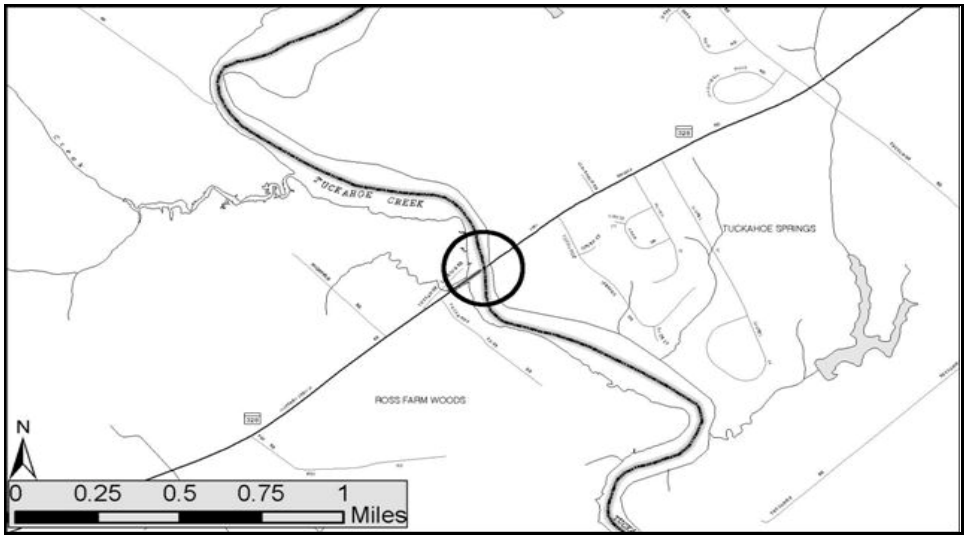
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
1		Various locations in Somerset County; resurface	3,549	Under construction
2	US 13 SB	Ocean Highway; MD 920 D to Old Costen Pocomoke Road; resurface	1,721	Completed
		Congressional Earmarks		
3		Ferry Terminal construction in Crisfield (Earmark $800,000; PE, CO)	0	

SHA





TALBOT COUNTY



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,603	1,603	0	0	0	0	0	0	0	0
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0
Construction	13,979	13,924	55	0	0	0	0	0	55	0
Total	16,646	16,591	55	0	0	0	0	0	55	0
Federal-Aid	15,897	15,881	16	0	0	0	0	0	16	0

CLASSIFICATION:

STATE - Minor Arterial

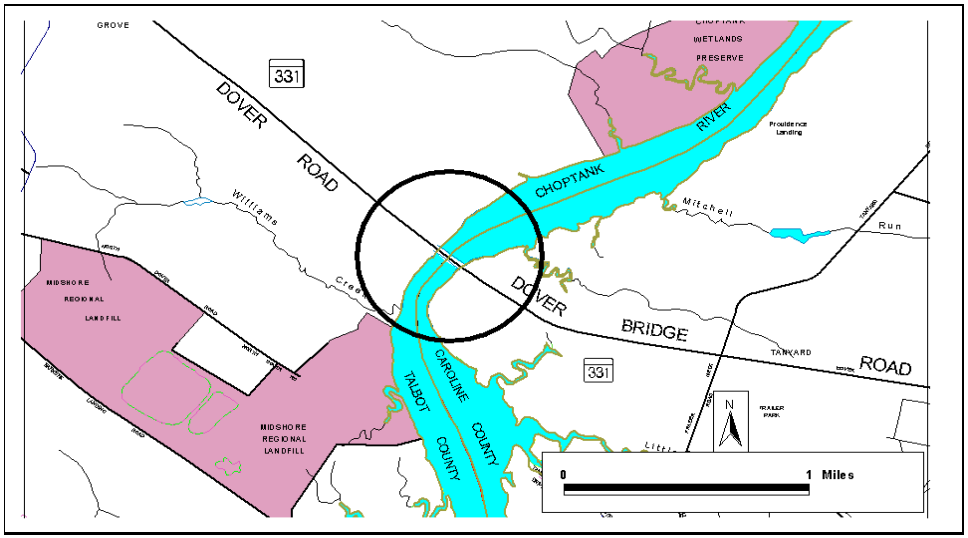
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added $57.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	4,068	2	3,723	343	0	0	0	0	4,066	0
Construction	57,649	0	0	14,026	17,273	15,946	10,404	0	57,649	0
Total	63,976	2,261	3,723	14,369	17,273	15,946	10,404	0	61,715	0
Federal-Aid	45,007	1,342	3,043	10,086	12,091	11,162	7,283	0	43,665	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

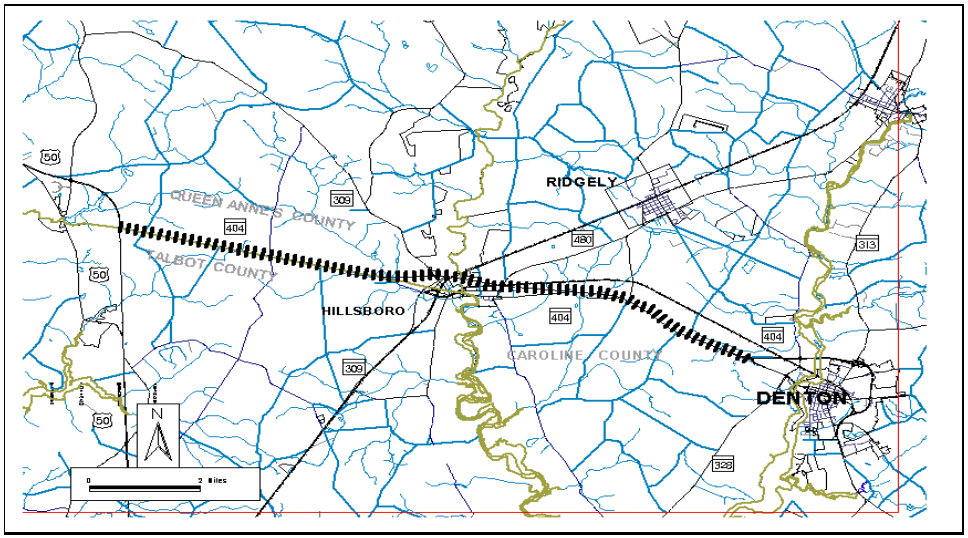
STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100

STIP REFERENCE #TA3921 12/01/2013 The estimated cost is for the entire project in Talbot and Caroline counties.



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Caroline/Queen Anne's County Line 1).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,886	4,886	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,445	5,445	0	0	0	0	0	0	0	0
Federal-Aid	3,811	3,811	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 20,625
24,775 (Summer)

PROJECTED (2030) - 28,500
33,450 (Summer)

STIP REFERENCE #AW8961 12/01/2013 The estimated cost is for the entire project in Talbot, Caroline and Queen Anne's counties.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1		Various locations in Talbot County; resurface	3,333	Completed
		Safety/Spot Improvement		
2	US 50	Ocean Gateway; Rabbit Hill Road to Schwaninger Road; guard rail	1,670	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3	US 50	Ocean Gateway; Schwaninger Road to east of Barber Road; resurface	4,175	FY 2015
		Community Safety and Enhancements		
4	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2015

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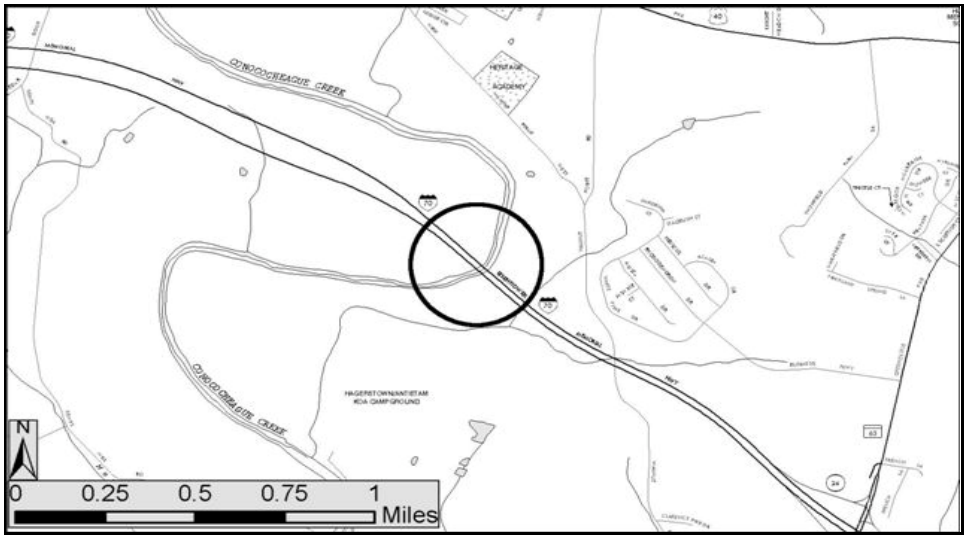
WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen and rehabilitate Bridge 2110604 and 2110603 over Concocheague Creek.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation for cleaning, painting, superstructure and substructure repairs. Deck will be widened to provide full shoulders.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☒ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: I-70 provides a critical link through Western Maryland. Maintaining this bridge supports this east/west movement. This project explored resource protection and conservation practices to avoid impacts to Maryland's natural environment.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $2.1 million is due to repairs required on the existing footers and pier modifications.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	1,078	0	0	0	0	0	0	0	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	17,152	10,195	6,957	0	0	0	0	0	6,957	0
Total	18,266	11,309	6,957	0	0	0	0	0	6,957	0
Federal-Aid	17,809	10,997	6,812	0	0	0	0	0	6,812	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 47,000

PROJECTED (2030) - 63,000



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Total replacement of the existing dual bridges 2110802 and 2110804 on I-70 over MD 63.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is being replaced because it has a structurally deficient deck and superstructure. Deck will be widened to provide full shoulders.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: I-70 provides a critical link through central and Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of $1.2 million is due to additional paving needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	1,161	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,776	3,359	8,042	3,375	0	0	0	0	11,417	0
Total	15,937	4,520	8,042	3,375	0	0	0	0	11,417	0
Federal-Aid	15,595	4,281	7,973	3,341	0	0	0	0	11,314	0

CLASSIFICATION:

STATE - Urban Interstate

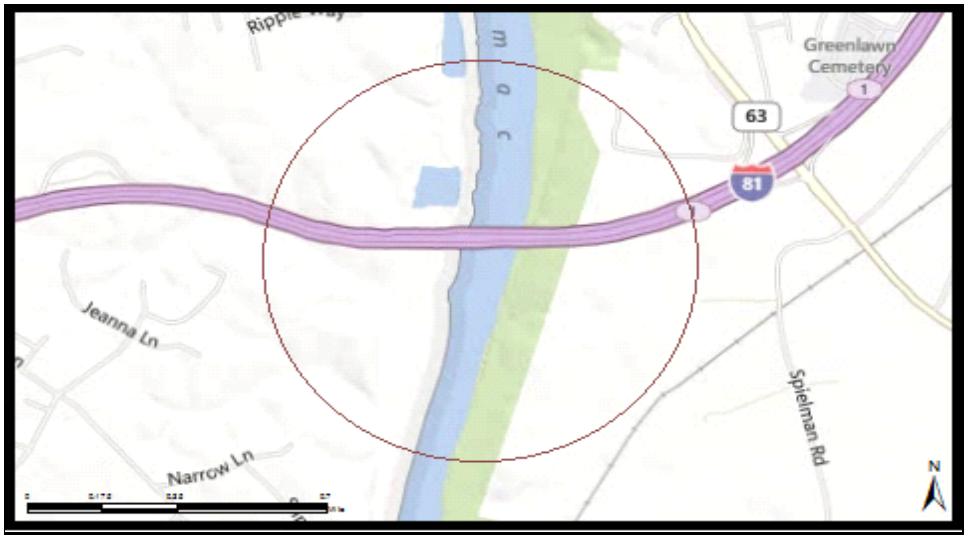
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 47,400

PROJECTED (2030) - 64,600



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Widen and rehabilitate the I-81 bridge over the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: Existing structure is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: I-81 provides a critical link through western Maryland. Maintaining this bridge supports this north-south movement of freight traffic from and to the Port of Baltimore to region destinations.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added $44.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,885	288	747	1,600	1,000	250	0	0	3,597	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,327	0	0	0	0	9,678	13,372	12,722	35,772	8,555
Total	48,212	288	747	1,600	1,000	9,928	13,372	12,722	39,369	8,555
Federal-Aid	3,108	230	598	1,280	800	200	0	0	2,878	0

CLASSIFICATION:

STATE - Rural Interstate

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 61,300

PROJECTED (2030) - 84,375



PROJECT: MD 68, Lappans Road

DESCRIPTION: Replaced small structure 21185XO over St. James Run. The existing small structure was replaced with a pre stressed concrete slab bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing pipe culvert was in an advanced state of deterioration with significant corrosion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure was in an advanced state of deterioration. MD 68 is an important east west link in Washington County. The replacement structure is substantialy more resiliant to natural hazards including flooding.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	366	365	1	0	0	0	0	0	1	0
Right-of-way	163	161	2	0	0	0	0	0	2	0
Construction	721	174	547	0	0	0	0	0	547	0
Total	1,250	700	550	0	0	0	0	0	550	0
Federal-Aid	886	386	500	0	0	0	0	0	500	0

CLASSIFICATION:

STATE - Rural Major Collector

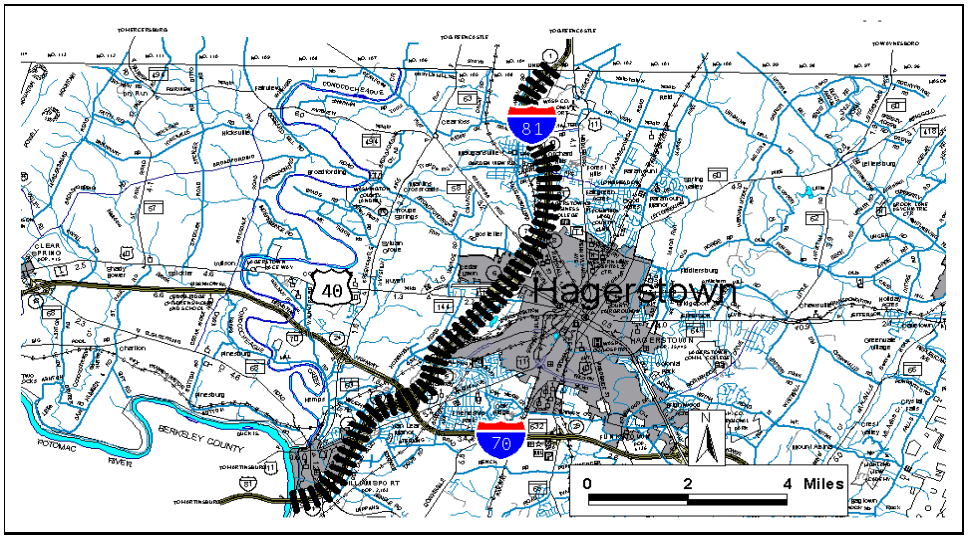
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 5,500

PROJECTED (2030) - 7,200



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes and truck traffic. Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,502	3,502	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,502	3,502	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 44,725 - 77,275

PROJECTED (2030) - 49,375 - 108,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Bridge Replacement/Rehabilitation		
1		Cleaning and painting bridges on MD 144 WB, I 70 and I 68	1,167	Completed
2		Clean and painting 8 bridges on US 40, MD 56 and I 70	979	Completed
		Safety/Spot Improvement		
3	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	989	Completed
4	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	4,397	Completed
		Congressional Earmarks		
5		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark $0.1 million; PE) (Complete)	0	
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
6		At Various locations in Washington County; resurface	704	FY 2015
7		Various locations in Washington County; resurface	4,993	Under construction
8	MD 65	Sharpsburg Pike; I 70 to north of Fourth Street; safety and resurface (Transportation Infrastructure Investment Act of 2013)	1,027	FY 2014
9	I 70	Eisenhower Memorial Drive; east of Boyd Road to Little Conococheague Creek; surface treatment	816	FY 2015

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	I 70 EB	Eisenhower Memorial Highway; US 40 to MD 66; resurface	1,354	Completed
11	I 70 WB	Eisenhower Memorial Highway; US 40 to MD 66; resurface	1,602	FY 2015
12	MD 550	Fort Ritchie Road; Frederick County Line to MD 491; resurface	1,138	Under construction
		Bridge Replacement/Rehabilitation		
13	US 11	Potomac Street; Bridge on US 11 over 21001 over Potomac River and bridge 21036 on MD 68 over Conococheague Creek; clean/paint bridges	1,525	Under construction
14	US 40	National Pike; bridge 2113600 over I 70; deck replacement and rehabilitation	3,661	FY 2015
		Safety/Spot Improvement		
15		Various locations in Washington County; geometric improvements	1,286	Under construction
16	MD 66	Mapleville Road; north of Benevola Church Road to Little Beaver Creek; geometric improvements (Transportation Infrastructure Investment Act of 2013)	643	FY2014
17	I 70	Eisenhower Memorial Highway; Pennsylvania Avenue Bridge o Tonoloway Creek Bridge; guardrail	410	FY 2014
18	MD 494	Fairview Road; west of Fairview Church Road to east Fairview Church Road; geometric improvements	695	FY 2014
		Community Safety and Enhancements		
19	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); urban street reconstruct (Project on hold)		

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Community Safety and Enhancements (cont'd)		
20	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban street reconstruct (Funded for preliminary engineering only)	1,980	PE Underway
		Commuter Action Improvements		
21	I 81	Maryland Veterans Memorial Highway; at MD 68; ridesharing facilities	1,496	Under construction
		Sidewalks		
22	US 40 Alt	Frederick Street; Willow Circle to Kenly Avenue; sidewalks (Transportation Infrastructure Investment Act of 2013)	348	FY 2014
		Intersection Capacity Improvements		
23	US 40	National Pike; at MD 63; geometric improvement	1,658	Completed
		TMDL Compliance		
24	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	9,750	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
25		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2015
		Rehabilitation/Operation of Historic Transportation Structures		
26		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	Underway

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Congressional Earmarks		
27		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.4 million; PE)	0	

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WICOMICO COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Nanticoke River to Waltertown Road; resurface	1,648	Completed
2	US 50 BYP	Salisbury Bypass; in the vicinity of Naylor Mill Road; slope stabilization	450	Completed
		Safety/Spot Improvement		
3	US 50	Salisbury Bypass, Northwood Drive to US 13; drainage improvements	344	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
4		Various locations in Wicomico County; resurface	4,242	Under construction
5		Various locations in Wicomico County; resurface	3,554	Under construction
6	US 50	Ocean Gateway; Old Railroad Road east of Rockawalkin Road; resurface	2,600	FY 2015
		Safety/Spot Improvement		
7	US 13 BUS	South and North Salisbury Boulevard; north of South Boulevard to US 50 (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,356	FY 2014
8	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,360	FY 2014
9	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,761	Under construction

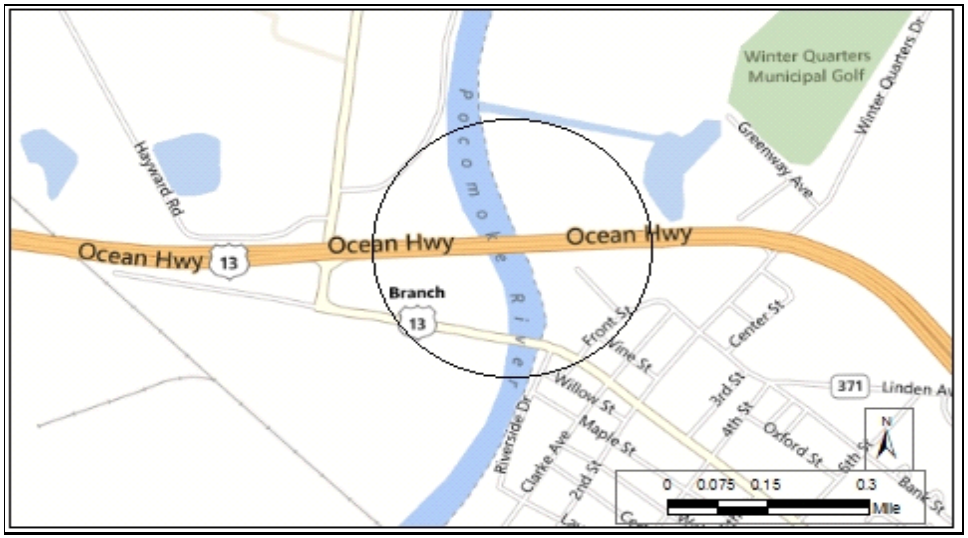
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,246	FY 2014
11	MD 349	Nanticoke Road; at Crooked Oak Lane; geometric improvements	1,800	FY 2014
		Environmental Preservation		
12	US 50	Ocean Gateway; US 13 Bypass interchange to Worcester County Line; landscaping	386	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
13		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2014

SHA



WORCESTER COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	759	485	274	0	0	0	0	0	274	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,476	0	2,163	6,883	7,430	0	0	0	16,476	0
Total	17,235	485	2,437	6,883	7,430	0	0	0	16,750	0
Federal-Aid	13,779	383	1,946	5,506	5,944	0	0	0	13,396	0

CLASSIFICATION:

STATE - Other Principal Arterial

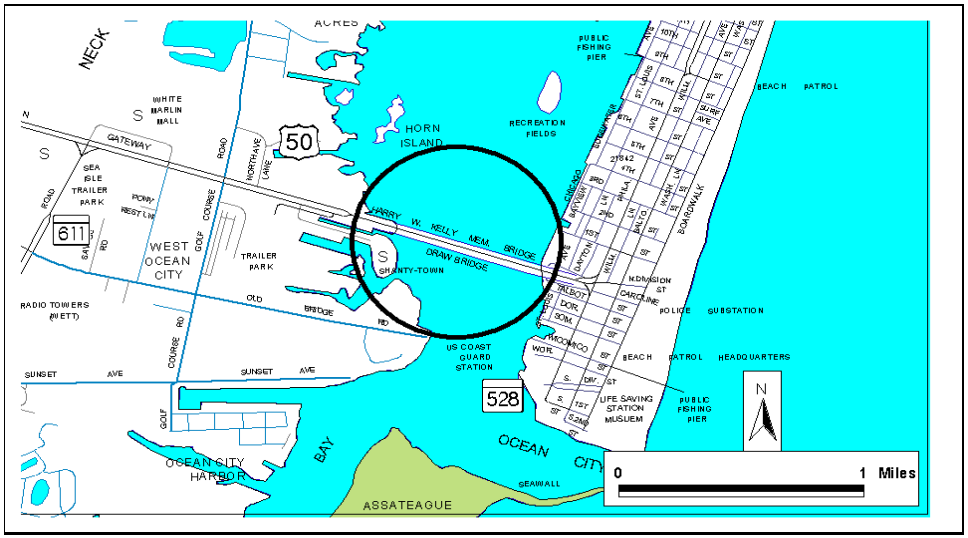
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 14,000

PROJECTED (2030) - 16,400



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 67 year old draw span is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,930	2,880	50	0	0	0	0	0	50	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,930	2,880	50	0	0	0	0	0	50	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

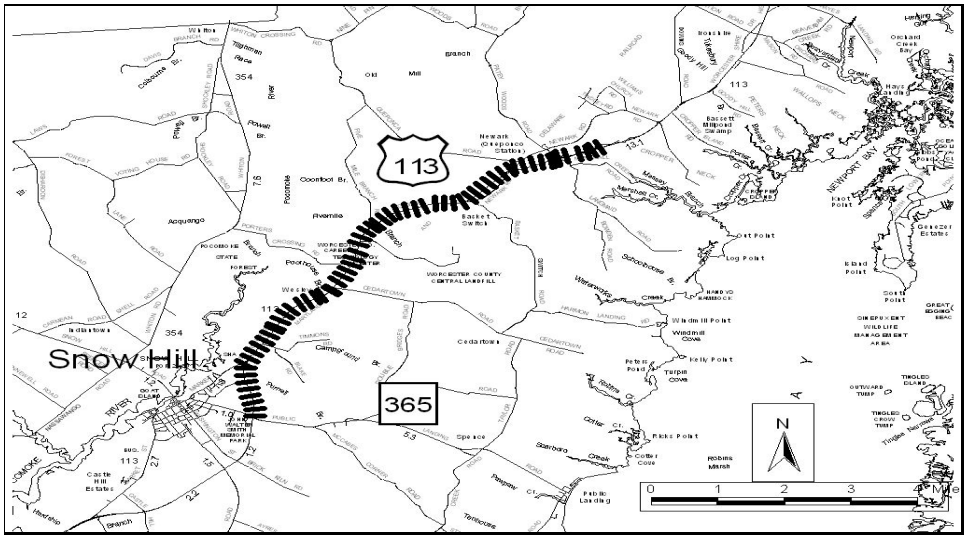
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 17,350
49,575 (Summer)

PROJECTED (2030) - 20,900
61,900 (Summer)



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway for Phases 3 & 4 and Right-of-Way underway for Phase 3.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added $10.7 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,267	6,159	728	871	509	0	0	0	2,108	0
Right-of-way	10,700	1	1,000	5,000	4,699	0	0	0	10,699	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,967	6,160	1,728	5,871	5,208	0	0	0	12,807	0
Federal-Aid	6,446	4,509	632	805	500	0	0	0	1,937	0

CLASSIFICATION:

STATE - Intermediate Arterial

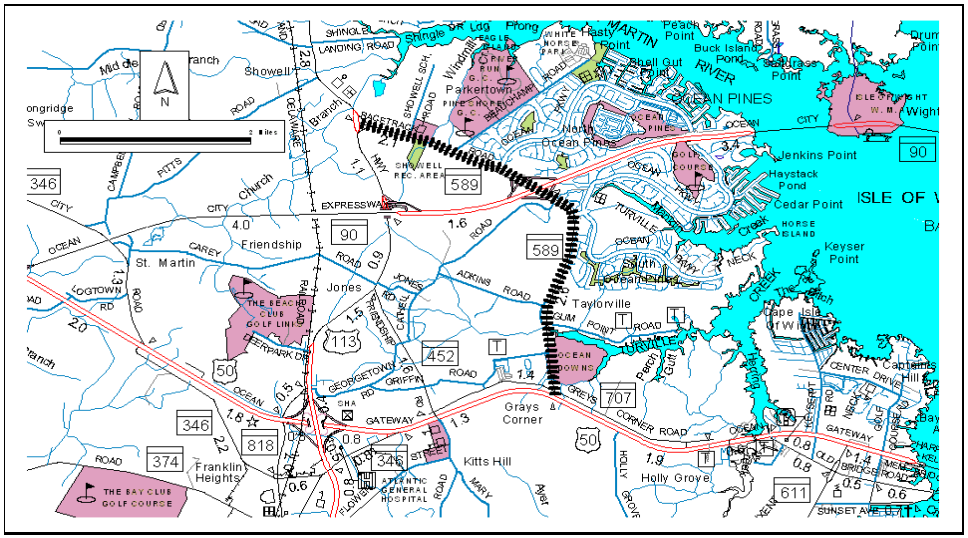
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 7,125 - 12,500

PROJECTED (2030) - 9,000 - 18,850
11,300 - 23,700 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Bicycles and pedestrians will be accommodated by a shared-use path and sidewalks.

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete. Developing short term needs.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,507	1,401	15	91	0	0	0	0	106	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,507	1,401	15	91	0	0	0	0	106	0
Federal-Aid	336	230	15	91	0	0	0	0	106	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 21,000
26,700 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

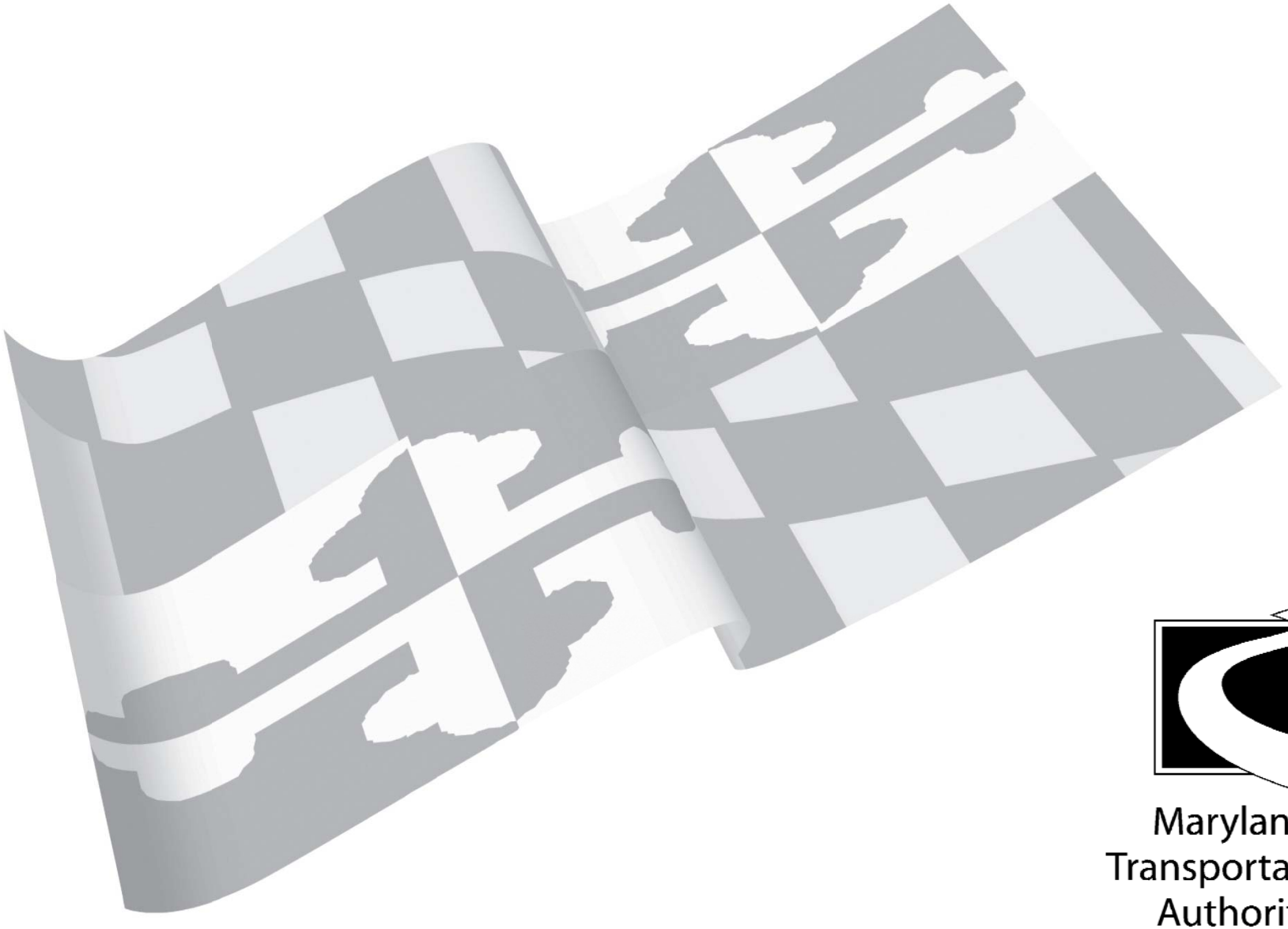
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Year 2013 Completions		
		Resurface/Rehabilitate		
1	US 50 WB	Ocean Gateway; MD 818 to Wicomico County Line; resurface	2,525	Completed
		Safety/Spot Improvement		
2	MD 374	Broad Street; West of Henry's Mill Drive to MD 818; ADA improvements	446	Completed
		Fiscal Years 2014 and 2015		
		Resurface/Rehabilitate		
3		Various locations in Worcester County; resurface	4,242	Under construction
4		Various locations in Worcester County; resurface	3,667	Under construction
5	US 50 WB	Ocean Gateway; Herring Creek to MD 818; resurface	2,251	FY 2014
		Bridge Replacement/Rehabilitation		
6	MD 346	Old Ocean City Boulevard; small structure over Double Bridge Branch; structure replacement	429	FY 2014
7	MD 575	Structure over Crippen Branch, structure replacement	430	Completed
8	MD 568	Hatchery Road; small structure over Bunting Branch; structure replacement	429	FY 2014
		Safety/Spot Improvement		
9	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	4,283	FY 2014

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2013
		Fiscal Years 2014 and 2015 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements	500	Under construction
11	MD 528	Coastal Highway; 123rd Street to 131st Street; ADA improvements	500	Under construction
		Community Safety and Enhancements		
12	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concepts only)	353	Concepts Underway
		Intersection Capacity Improvements		
13	US 50	Ocean Gateway; at Seahawk Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	814	FY 2014

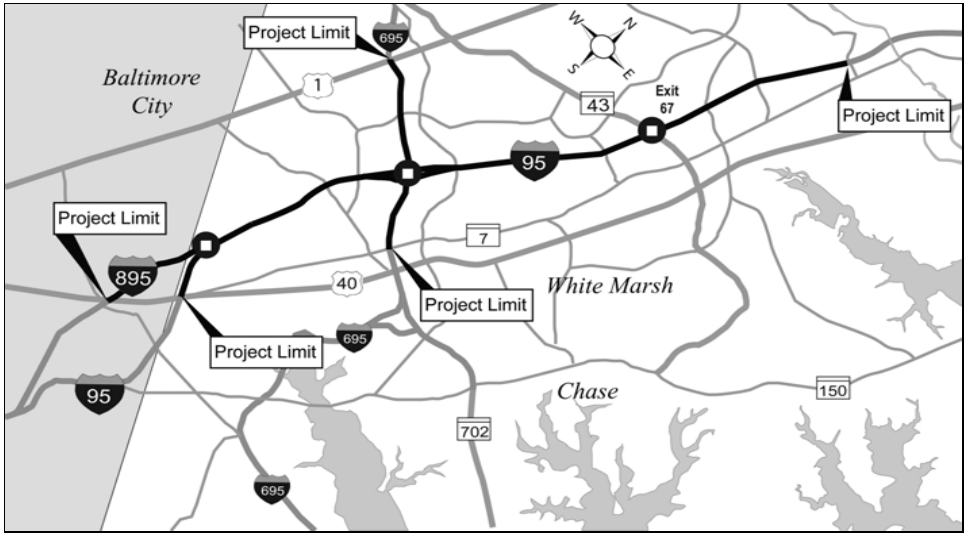


Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	SIX-YEAR TOTAL
Construction Program							
Major Projects	330.4	272.0	150.0	97.0	78.4	22.9	950.7
System Preservation Minor Projects	85.0	130.8	281.6	247.3	258.6	246.9	1,250.2
Development & Evaluation Program	2.2	9.1	18.0	16.3	16.5	6.5	68.6
TOTAL	417.7	411.9	449.6	360.5	353.5	276.3	2,269.5



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improve the interchanges with I-895, I-695 and MD 43. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and LOS F (lowest level of efficiency, frequent slowing required) during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

EXPLANATION: I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

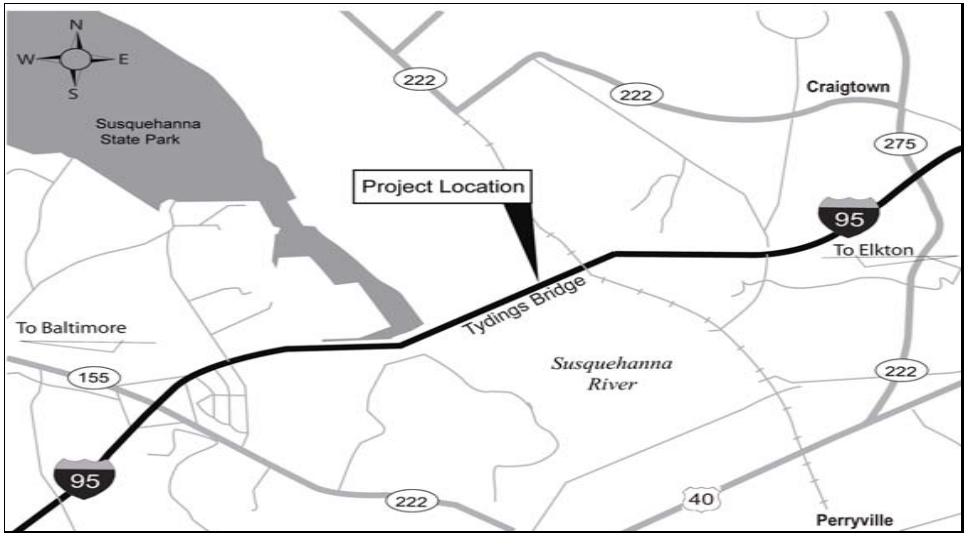
STATUS: Engineering, right-of-way acquisition and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	120,170	116,131	1,805	1,151	1,083	0	0	0	4,039	0
Right-of-way	47,507	45,473	2,034	0	0	0	0	0	2,034	0
Construction	919,509	692,840	97,756	89,384	36,598	2,931	0	0	226,669	0
Total	1,093,218	860,476	101,595	90,535	37,681	2,931	0	0	232,742	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $15.4 million due to unexpected poor soil condition encountered during construction on contract KH-1403 (I-95/ MD 43 to New Forge) and scope changes in KH-1303 (I-695 Unbraiding) including additional noise barriers, expanded landscaping and revised lighting.

1116, 2343



PROJECT: I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitate pier foundations and provide pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Pier foundations were found to have advanced wear and require scour protection.

ASSOCIATED IMPROVEMENTS: None.

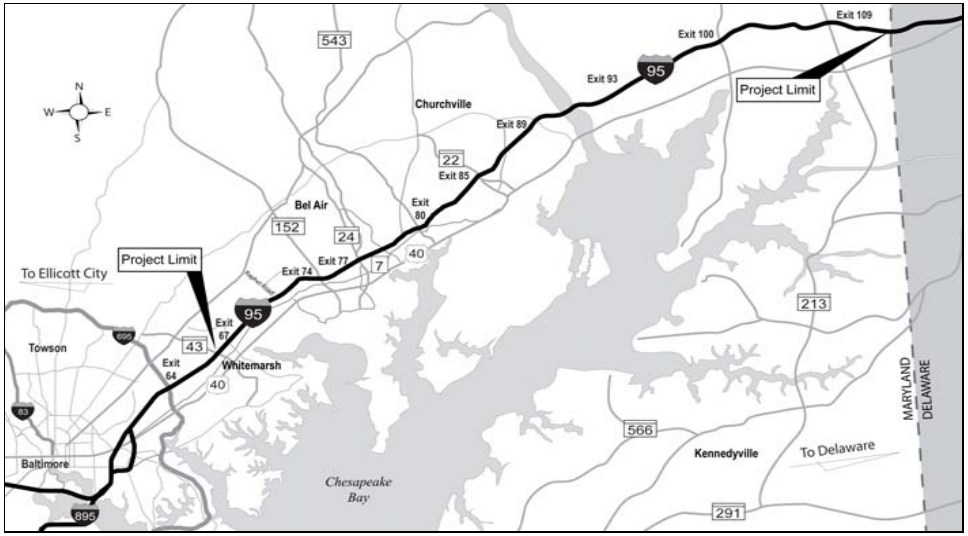
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,484	1,442	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,694	30,067	12,627	0	0	0	0	0	12,627	0
Total	44,178	31,509	12,669	0	0	0	0	0	12,669	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2185, 2215



PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Phase I is I-95 from MD 43 to MD 24, Phase II is MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line. Only Phases I and II are funded at this time.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound). Phase I is I-95 from MD 43 to MD 24, Phase II is MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line.

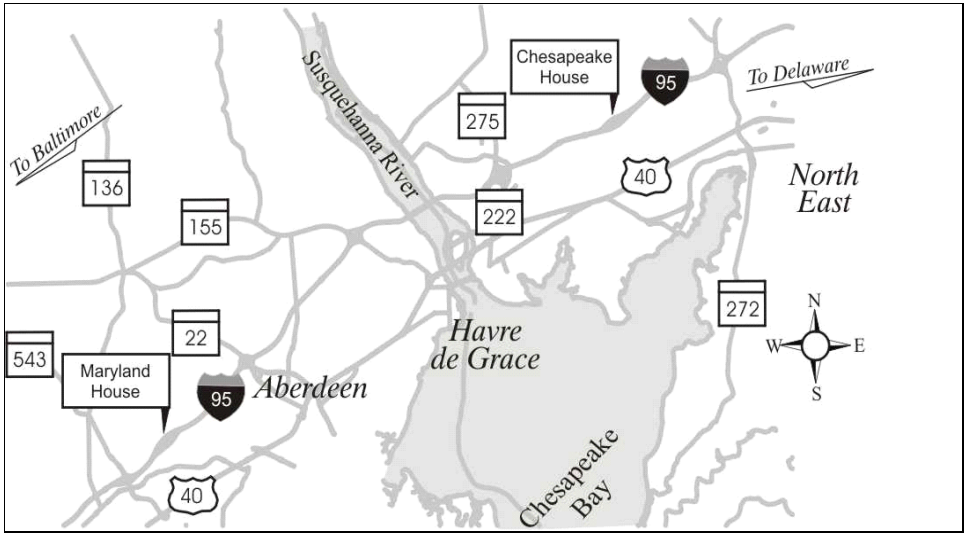
STATUS: Engineering is complete and construction is underway for Phase I. Engineering is underway and construction is to begin in FY 2015 for Phase II.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $23.8 million with the addition of Phase II resurfacing from MD 24 to the Tydings Bridge.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	524	292	232	0	0	0	0	0	232	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,704	2,762	10,442	13,206	10,294	0	0	0	33,942	0
Total	37,228	3,054	10,674	13,206	10,294	0	0	0	34,174	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312



PROJECT: I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas

DESCRIPTION: Redevelop the Maryland House and Chesapeake House Travel Plazas. The public-private partnership includes designing, building, operating, maintaining and financing the redevelopment of the two I-95 travel plazas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehabilitation or replacement.

ASSOCIATED IMPROVEMENTS:
None.

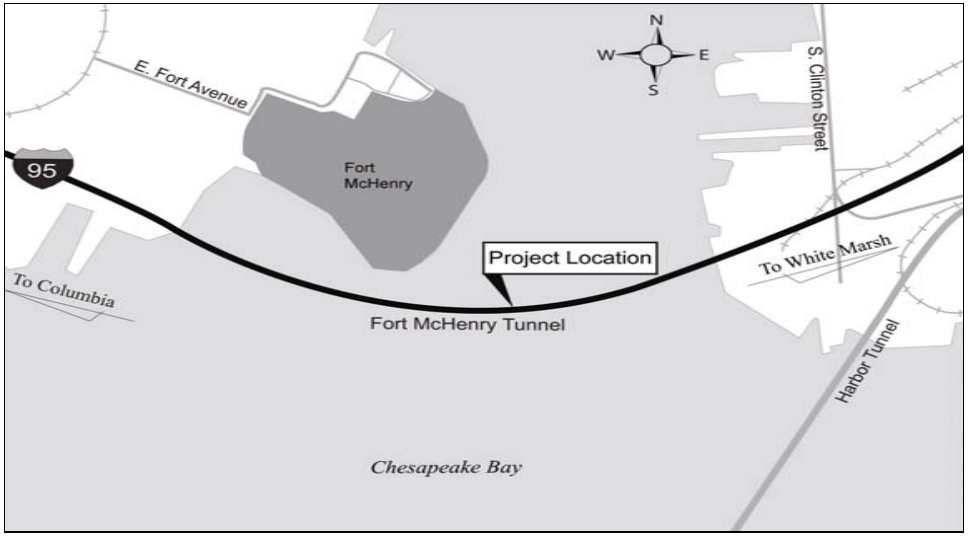
STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $1.5 million to provide reimbursement of prevailing wages.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,027	2,027	0	0	0	0	0	0	0	0
Engineering	2,317	2,317	0	0	0	0	0	0	0	0
Right-of-way	250	0	250	0	0	0	0	0	250	0
Construction	3,180	860	1,500	820	0	0	0	0	2,320	0
Total	7,774	5,204	1,750	820	0	0	0	0	2,570	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2055



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck and add safety improvements.

ASSOCIATED IMPROVEMENTS:
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Miscellaneous Repairs South of the Tunnel - Construction Program (Line 6)

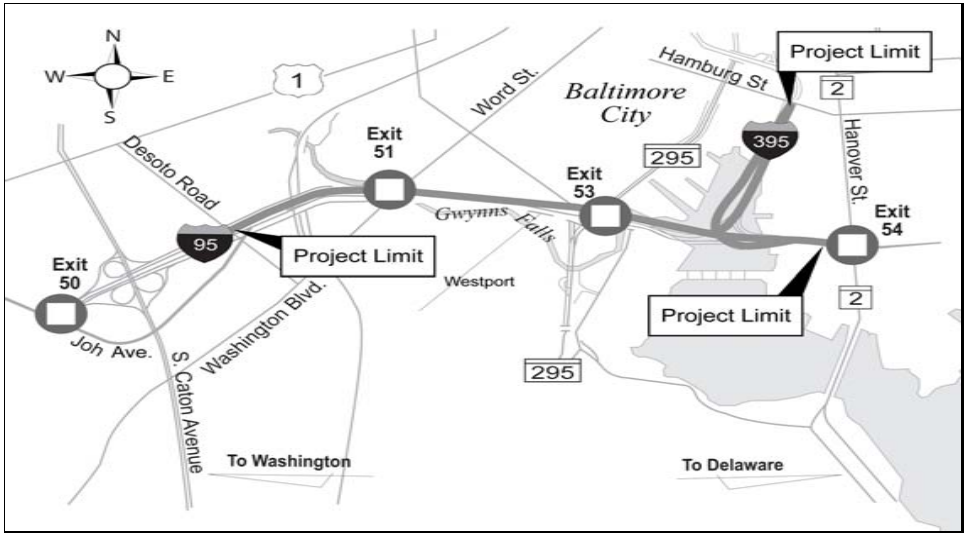
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	812	588	224	0	0	0	0	0	224	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,636	14,288	18	10,724	11,142	464	0	0	22,348	0
Total	37,448	14,876	242	10,724	11,142	464	0	0	22,572	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $12.2 million due to additional areas needing concrete repair and the addition of safety improvements to the tunnel ceiling hanger system.

2045, 2226, 2305



PROJECT: I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs South of Tunnel

DESCRIPTION: Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges south of the Fort McHenry Tunnel.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

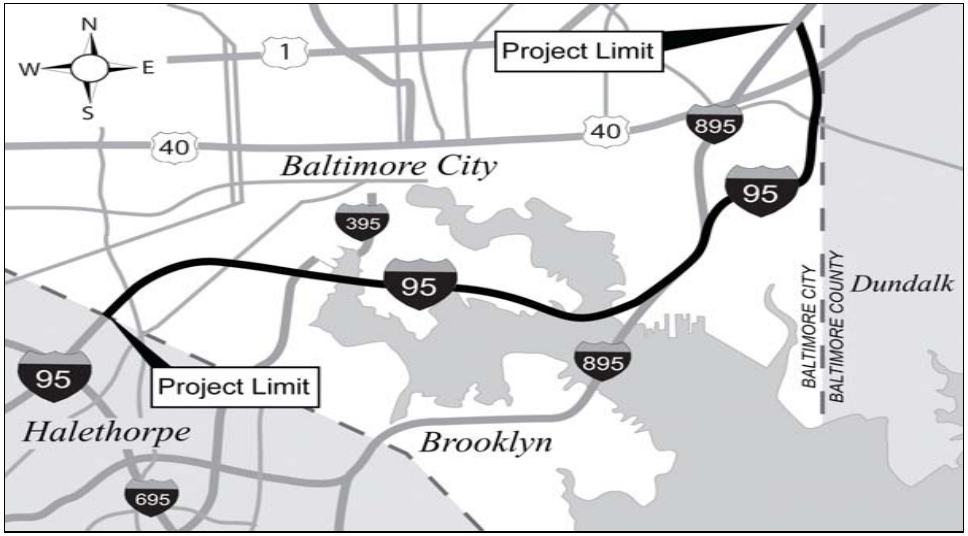
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,833	2,901	932	0	0	0	0	0	932	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	84,743	5,164	13,728	35,326	30,525	0	0	0	79,579	0
Total	88,576	8,065	14,660	35,326	30,525	0	0	0	80,511	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $34.7 million due to addition of deck rehabilitation on I-95.

2205, 2207, 2262



PROJECT: I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

DESCRIPTION: Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built.

PURPOSE & NEED SUMMARY STATEMENT: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

ASSOCIATED IMPROVEMENTS: None.

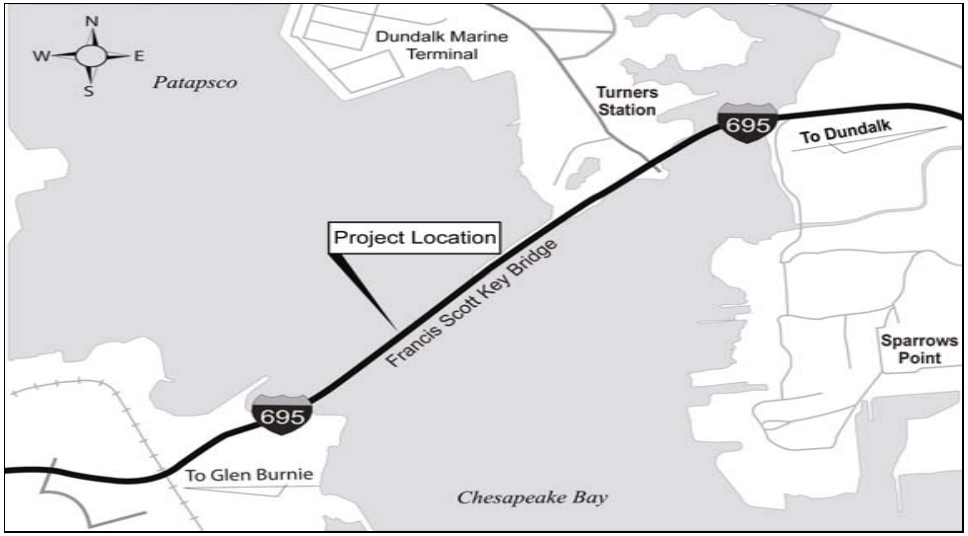
STATUS: Engineering is underway. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,027	842	185	0	0	0	0	0	185	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,665	0	0	9,832	9,833	0	0	0	19,665	0
Total	20,692	842	185	9,832	9,833	0	0	0	19,850	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2206



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs

DESCRIPTION: Cleaned, painted and repaired the approach spans.

PURPOSE & NEED SUMMARY STATEMENT: The approach spans exhibited various degrees of wear. This improvement addressed existing deterioration and prevents further deterioration.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The approach spans exhibited various degrees of wear. This improvement addressed existing deterioration and prevents further deterioration.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Clean and Paint Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 9)
MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling - Development and Evaluation Program (Line 27)

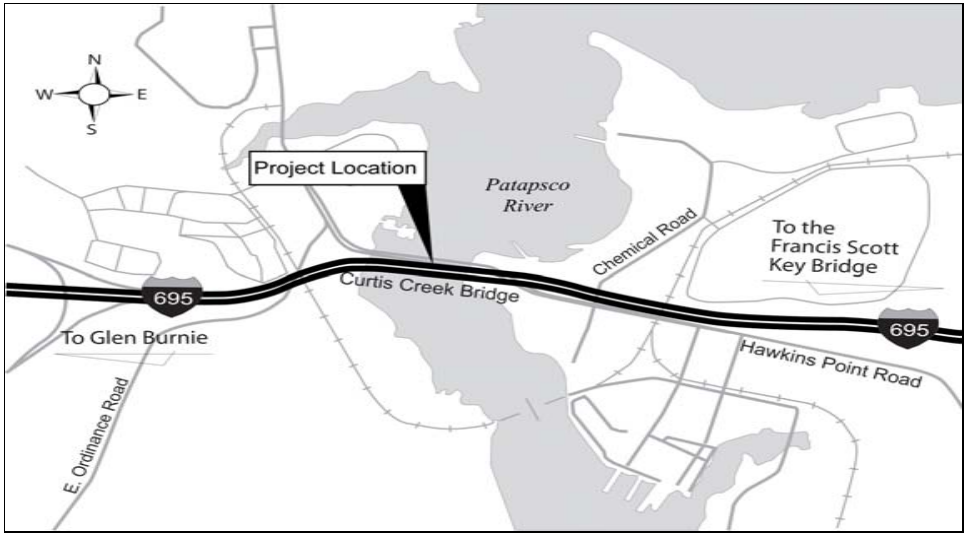
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	410	410	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,663	6,663	0	0	0	0	0	0	0	0
Total	7,073	7,073	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2201



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

DESCRIPTION: Clean and paint the structural steel at the approach spans of the inner loop and outer loop bridges on MD 695 over Curtis Creek.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the spans is deteriorating. These bridges have never been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs - Construction Program (Line 8)
MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling - Development and Evaluation Program (Line 27)

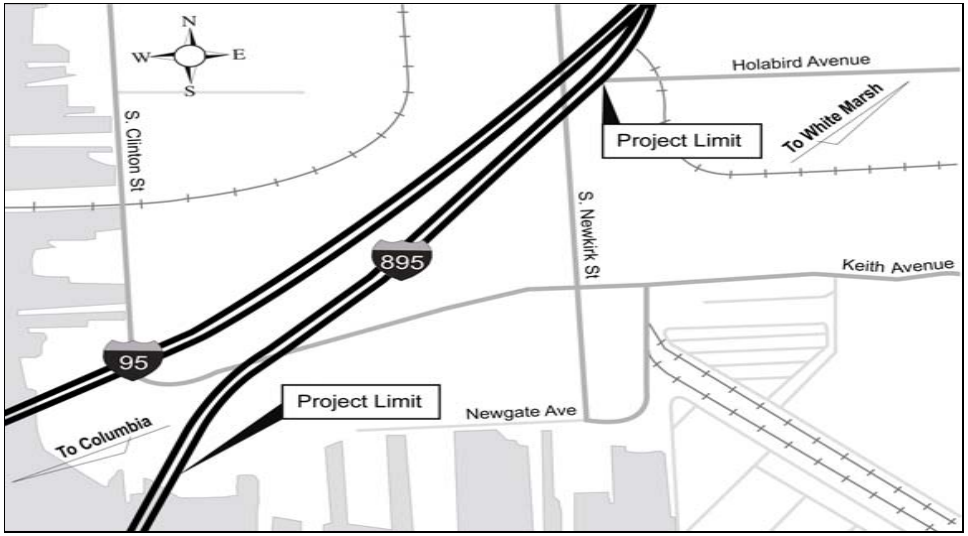
STATUS: Engineering is underway. Construction is to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	8	92	0	0	0	0	0	92	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,511	0	500	3,511	1,500	0	0	0	5,511	0
Total	5,611	8	592	3,511	1,500	0	0	0	5,603	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2331



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure - Construction Program (Line 11)
I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 12)

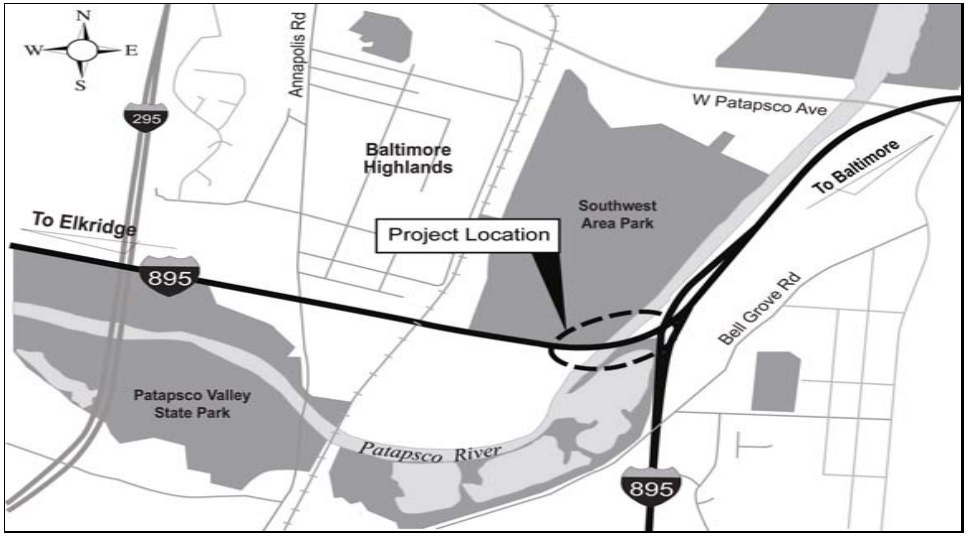
STATUS: Engineering is underway. Right-of-way acquisition is to begin in FY 2015. Construction is to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $3.4 million for additional engineering.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,735	7,028	807	315	108	250	195	32	1,707	0
Right-of-way	10,920	190	0	5,270	5,460	0	0	0	10,730	0
Construction	162,497	159	0	0	19,900	72,000	60,000	10,438	162,338	0
Total	182,152	7,377	807	5,585	25,468	72,250	60,195	10,470	174,775	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

DESCRIPTION: Repaired worn concrete of the pier bearing pedestals, caps and columns.

PURPOSE & NEED SUMMARY STATEMENT: Pier bearing pedestals, caps and columns exhibited various degrees of wear. This improvement addressed existing wear and prevents further wear.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Pier bearing pedestals, caps and columns exhibited various degrees of wear. This improvement addressed existing wear and prevents further wear.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)
I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 12)

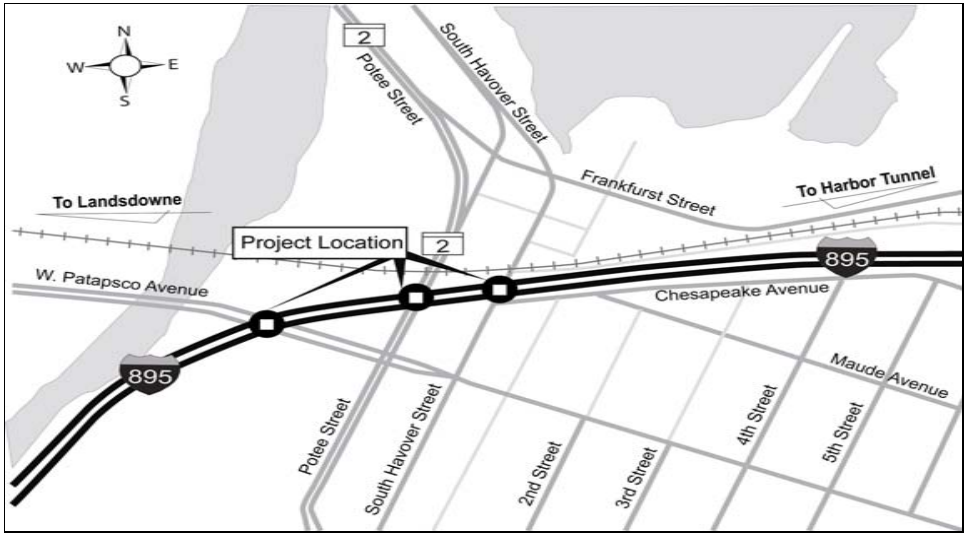
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,482	2,482	0	0	0	0	0	0	0	0
Total	3,147	3,147	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2211



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

DESCRIPTION: Replace the bridge decks on the South Hanover Street, Potee Street and West Patapsco Avenue bridges and repair identified structural defects.

PURPOSE & NEED SUMMARY STATEMENT: These bridge decks are reaching the end of their useful life and need to be replaced.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: These bridge decks are reaching the end of their useful life and need to be replaced.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure - Construction Program (Line 11)

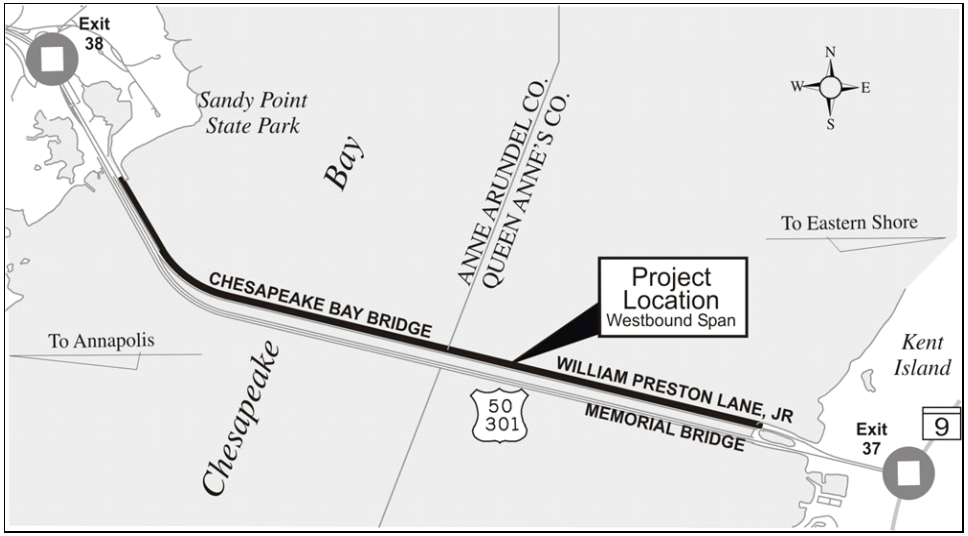
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,181	1,177	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,827	4,764	6,451	612	0	0	0	0	7,063	0
Total	13,008	5,941	6,455	612	0	0	0	0	7,067	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2209



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Construction funding only included for Phases I (painting west girder spans), II (cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans) and III (cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier). Phase IV (cleaning and painting the east girder and through truss spans) construction funding will be addressed as engineering progresses.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 14)
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 26)

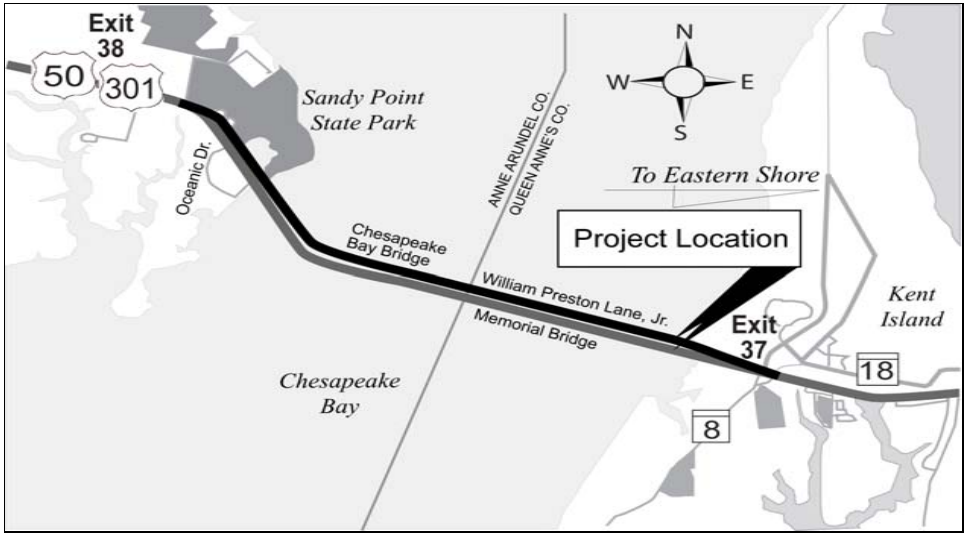
STATUS: Engineering underway. Construction complete for Phase I. Construction underway for Phases II and III.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decreased by $8.7 million based on close out of Phase I and actual bid price for Phase III.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	648	468	105	75	0	0	0	0	180	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	75,376	33,012	16,233	24,939	1,192	0	0	0	42,364	0
Total	76,024	33,480	16,338	25,014	1,192	0	0	0	42,544	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224, 2259, 2260



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

DESCRIPTION: Rewrap and dehumidify the main cables and anchorages on both spans.

PURPOSE & NEED SUMMARY STATEMENT: The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 13)
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 26)

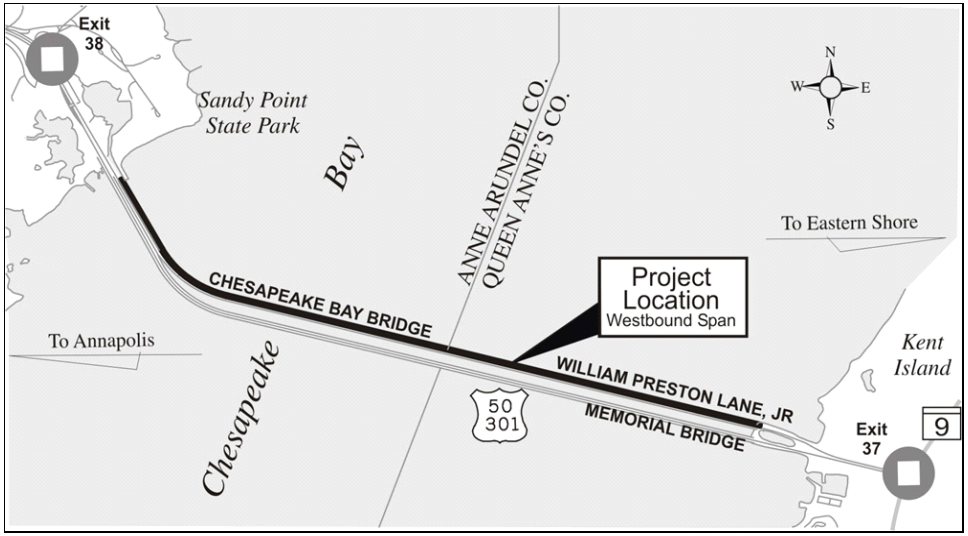
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,269	1,916	1,353	0	0	0	0	0	1,353	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,809	9,285	21,185	20,339	0	0	0	0	41,524	0
Total	54,078	11,201	22,538	20,339	0	0	0	0	42,877	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228



PROJECT: US 50/301 Bay Bridge - Repair Substructure Westbound Bridge

DESCRIPTION: System preservation work consisting of repairing wear to concrete piles and pile caps and replacing missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

PURPOSE & NEED SUMMARY STATEMENT: Piles and pile caps exhibited various degrees of wear. This improvement addressed existing wear and extends the useful life of the piles on the east and west approach spans of the westbound bridge.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Repaired wear to concrete piles and pile caps and replaced missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 13)
US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 14)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 26)

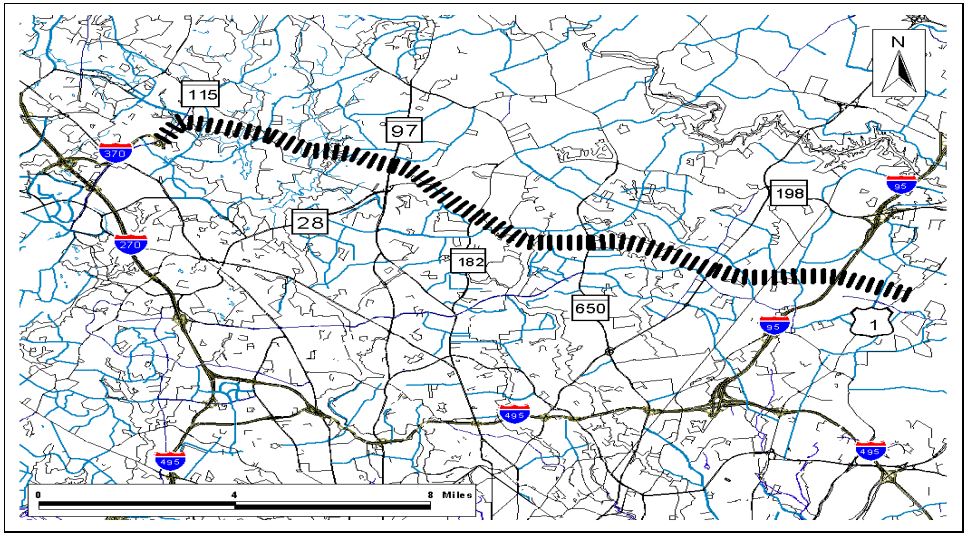
STATUS: Open to service.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	798	798	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,538	4,538	0	0	0	0	0	0	0	0
Total	5,336	5,336	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

2197



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

ASSOCIATED IMPROVEMENTS:
US 29 Interchanges (Lines 10, 11 Montgomery County - SHA)
MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

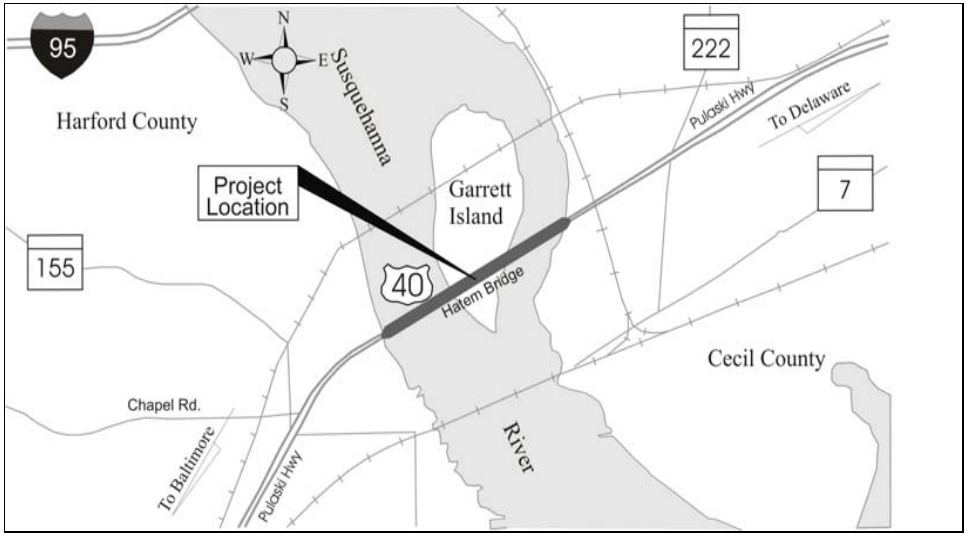
STATUS: Planning and engineering are complete. Right-of-way and construction are underway. Contract A from I-370 to MD 97 was opened to traffic in February 2011. Contracts B and C, extending to I-95, opened to traffic in November 2011. Construction is underway for Contracts D and E extending to I-95/US 1.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decreased by $12.5 million due to reductions in the contingency funds associated with ROW and Contracts B and C.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0
Right-of-way	253,500	243,104	10,396	0	0	0	0	0	10,396	0
Construction	2,029,018	1,897,267	89,680	39,571	2,500	0	0	0	131,751	0
Total	2,386,588	2,244,441	100,076	39,571	2,500	0	0	0	142,147	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal-Aid share of $19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitate pier foundations with advanced wear and address pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 18)
US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling and Rehabilitate Approach Roadways (Line 19)

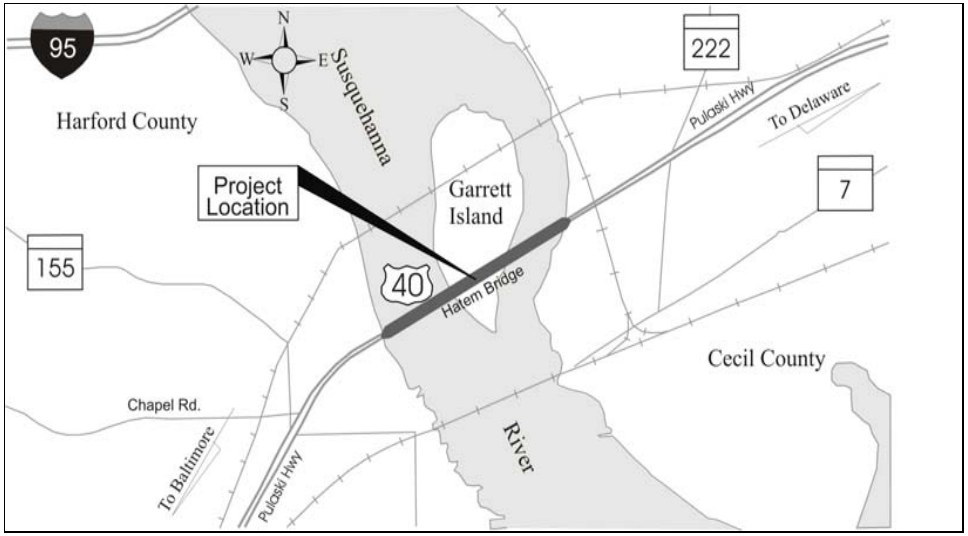
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,213	2,213	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	47,014	20,168	22,010	4,836	0	0	0	0	26,846	0
Total	49,227	22,381	22,010	4,836	0	0	0	0	26,846	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

2065



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel

DESCRIPTION: Paint structural members throughout the bridge.

PURPOSE & NEED SUMMARY STATEMENT: Bridge had areas of paint wear. This improvement addressed existing paint wear and extended the useful life of the structural steel.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Bridge had paint wear. This improvement addressed existing wear and prevents further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 17)
US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling and Rehabilitate Approach Roadways (Line 19)

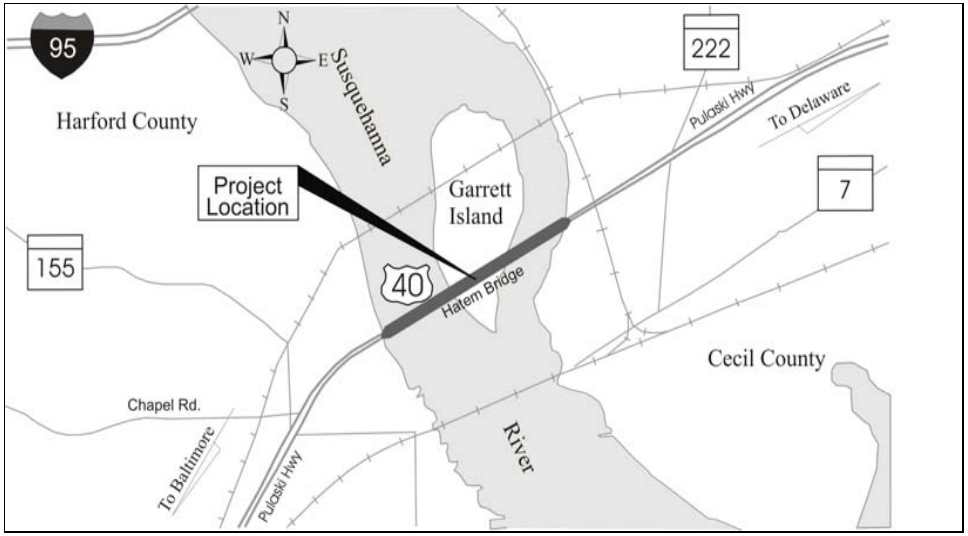
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	81	19	0	0	0	0	0	19	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,867	8,780	87	0	0	0	0	0	87	0
Total	8,967	8,861	106	0	0	0	0	0	106	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2184



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling (AET) and Rehabilitate Approach Roadways

DESCRIPTION: Remove the toll plaza, realign the roadway, rehabilitate pavement, install AET gantry and toll collection equipment, overlay and restripe pavement.

PURPOSE & NEED SUMMARY STATEMENT: Conversion to All Electronic Tolling (AET) will reduce travel time, increase safety and provide a reduction in toll collection and maintenance costs. The rehabilitation of the approach roadways is needed based on the condition of the existing pavement.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The conversion to All Electronic Tolling (AET) will reduce travel time, increase safety and provide a reduction in toll collection and maintenance costs.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 17)
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 18)

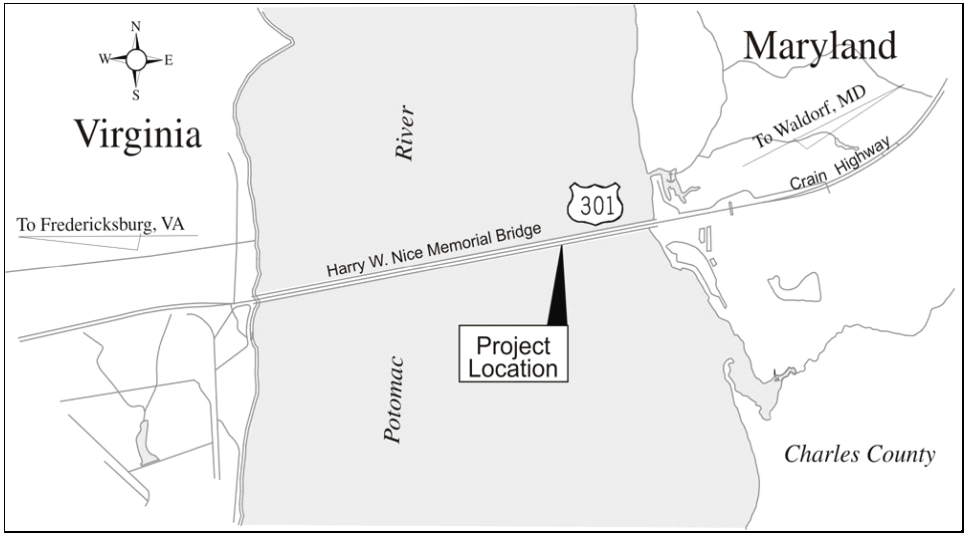
STATUS: Design is underway. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,816	616	1,200	0	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,000	0	0	2,000	5,000	2,000	0	0	9,000	0
Total	10,816	616	1,200	2,000	5,000	2,000	0	0	10,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2273



PROJECT: US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 25)

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decreased by $1.4 million based on actual bid price.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	638	638	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,712	1,907	6,430	4,375	0	0	0	0	10,805	0
Total	13,350	2,545	6,430	4,375	0	0	0	0	10,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160

PROJECT: Authority-Wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

DESCRIPTION: Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

PURPOSE & NEED SUMMARY STATEMENT: Existing DMS signs were experiencing reliability issues and other signs and sign structures were worn. This improvement brought signs and other safety features MDTA-wide up to latest standards.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Worn signs, sign structures and DMS signs were upgraded and replaced.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,174	3,015	159	0	0	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,301	21,301	0	0	0	0	0	0	0	0
Total	24,475	24,316	159	0	0	0	0	0	159	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decreased by $4.8 million as $3 million of ICC and ETL DMS furnished by this contract were charged to those budgets. Additional $1.8 million reduction for signs deleted from this contract.

1949, 1959, 2016

PROJECT: Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

DESCRIPTION: Install electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: This project will enhance the safety and security at five major bridges.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will enhance the safety and security at five major bridges.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	612	612	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,310	4,301	6,420	200	200	189	0	0	7,009	0
Total	11,922	4,913	6,420	200	200	189	0	0	7,009	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1966

PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

DESCRIPTION: Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATUS: Engineering is underway. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	113	387	0	0	0	0	0	387	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	4,000	4,000	2,000	0	0	10,000	0
Total	10,500	113	387	4,000	4,000	2,000	0	0	10,387	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2287

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

ASSOCIATED IMPROVEMENTS: None.

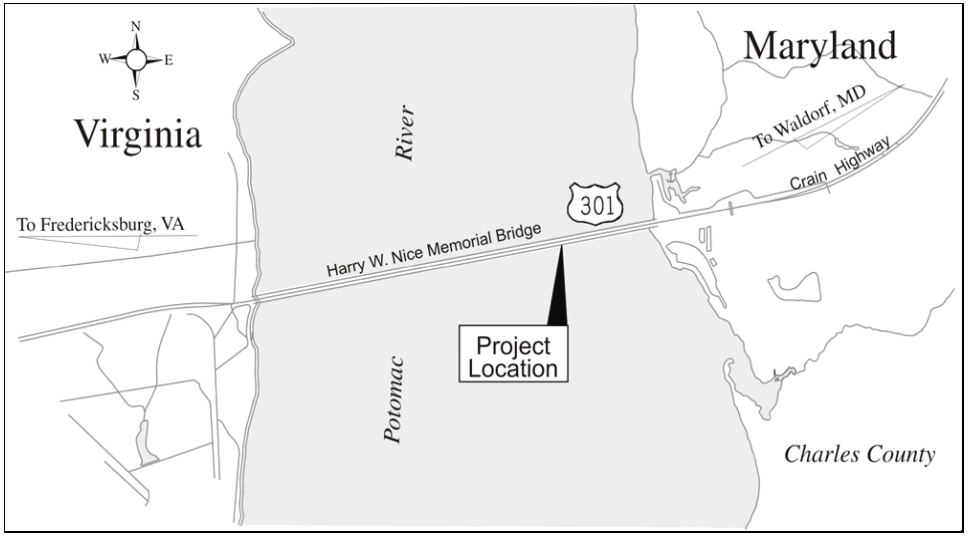
STATUS: Design is underway. Construction is to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,418	1,302	1,995	1,530	1,530	1,530	1,531	0	8,116	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	77,349	0	0	0	9,105	15,609	16,643	12,474	53,831	23,518
Total	86,767	1,302	1,995	1,530	10,635	17,139	18,174	12,474	61,947	23,518
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2147



PROJECT: US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

DESCRIPTION: Investigate capacity and safety needs of the bridge and approaches. Begin design of replacement bridge.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 20)

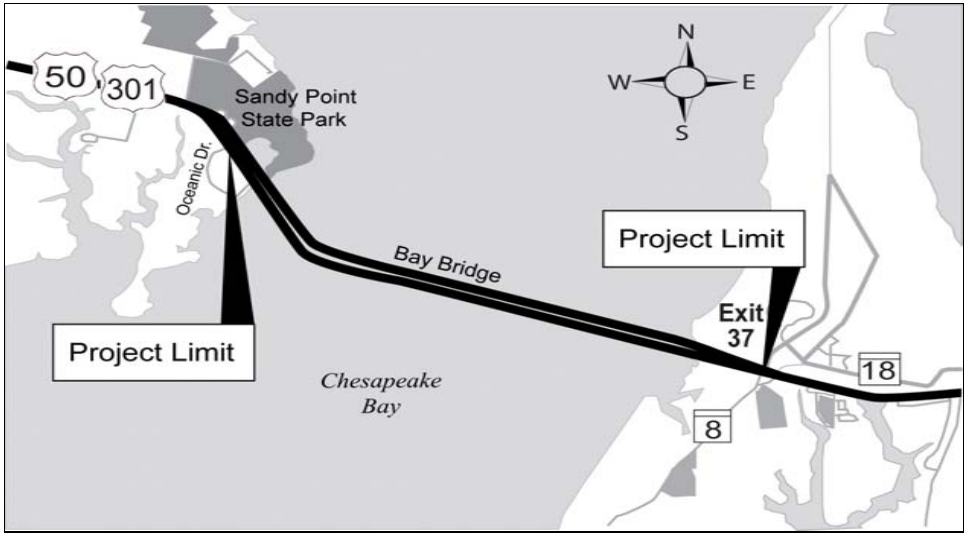
STATUS: Planning study is complete. Preliminary engineering is underway. Right-of-way acquisition is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increased by $55.1 million to add geotechnical/boring program, ordnance detection, preliminary engineering and right-of-way acquisition.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,500	5,295	205	0	0	0	0	0	205	0
Engineering	26,100	0	45	3,155	7,600	7,700	7,600	0	26,100	0
Right-of-way	30,000	0	0	500	5,500	8,600	8,900	6,500	30,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	61,600	5,295	250	3,655	13,100	16,300	16,500	6,500	56,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: Rehabilitate and/or replace the eastbound bridge deck.

JUSTIFICATION: The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 13)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 14)
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)

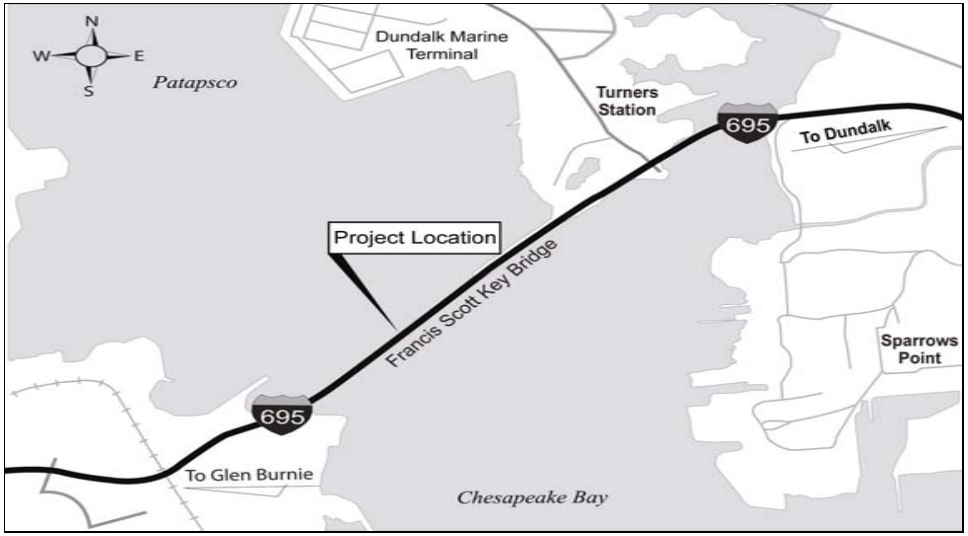
STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	192	450	5,158	4,900	0	0	0	10,508	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,700	192	450	5,158	4,900	0	0	0	10,508	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

2317



PROJECT: MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling (AET)

DESCRIPTION: Remove the toll plaza and tunnel, realign the roadway, install AET gantry and toll collection equipment, overlay and restripe pavement.

JUSTIFICATION: Conversion to All Electronic Tolling (AET) will reduce travel time, improve safety and provide a reduction in toll collection and maintenance costs.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs - Construction Program (Line 8)
MD 695 Francis Scott Key Bridge - Clean and Paint Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 9)

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	212	1,538	250	0	0	0	0	1,788	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	212	1,538	250	0	0	0	0	1,788	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Development & Evaluation Program.

2304

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior		
	BALTIMORE HARBOR TUNNEL		
1	Rehabilitate Pavement between Toll Plaza and the K-Truss Bridge (2037)	2,161	Complete
2	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Complete
3	Replace Overheight Detection System (2151)	527	Complete
4	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	1,402	Complete
5	Clean and Paint Structural Steel - Phase I (2253)	3,008	Complete
6	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,461	Complete
7	Canton & Fairfield Vent Building Envelope & Evase Repairs (Engineering only) (2306)	1,050	Underway
8	Replace Deck and Superstructure of Bridge over Patapsco Flats (Engineering only) (2292)	1,700	Underway
9	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,422	Underway
10	Install Tunnel Sprinkler System (Engineering only) (2337)	1,550	Underway
11	Rehabilitate K-Truss Approach Spans (Engineering only) (2334)	500	Underway
12	Replace Vent Fans (Engineering only) (2263)	2,130	Underway
13	Zone Paint Various Bridges (2279)	2,412	Underway
14	Rehabilitate Tunnel Standpipe and Sump Pump Systems (Engineering only) (2363)	500	Underway
	F.S.KEY BRIDGE		
15	Replace Breaker and Miscellaneous Electrical Repairs (Code 1 System Preservation) (2203)	296	Complete
16	Replace Light Poles on Bridge (2150)	1,332	Complete
17	Clean and Paint Structural Steel on Various Bridges - Phase I (2258)	1,526	Complete
18	Superstructure Fatigue Retrofits at Curtis Creek Bridge (2214)	1,742	Complete
19	Clean and Paint Structural Steel at Bear Creek Bridges (2252)	4,066	Underway
20	Reconstruct Service Road #3 (2234)	2,458	Underway
21	Replace HVAC at FSK Campus and OEC Building Roof (Engineering only) (2319)	323	Underway
	FORT MCHENRY TUNNEL		
22	Replace Electrical Vault (1478)	928	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	FORT MCHENRY TUNNEL (cont'd)		
23	Upgrade Central Utility Plant (1477)	1,051	Complete
24	Install Police Detention Area at FMT East Vent Building (1402)	2,546	Complete
25	Repair Hanover Street Ramp (2157)	1,617	Underway
26	Replace Administration Building Generator (2138)	365	Underway
27	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,941	Underway
28	Repair Vent Fans (Engineering only) (2251)	1,100	Underway
29	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
30	Replace Salt Barn (Engineering only) (2299)	175	Underway
31	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,855	Underway
32	Replace Roof of Maintenance Building (2301)	974	Underway
33	Zone Paint Various Bridges North of Tunnel (2256)	5,925	Underway
34	FMT West Vent Building Settlement and Building Repairs (Engineering only) (2357)	150	Underway
35	I-95 and I-395 Superstructure and Pier Modifications (Engineering only) (2354)	500	Underway
36	Improve Landscape (2352)	325	Underway
37	Renovate 5th Floor at East Vent Building (Engineering only) (2364)	500	Underway
38	Install Sweeper Dirt Dewatering Pad (2310)	759	Spring, 2014
	KENNEDY HIGHWAY		
39	I-95/MD 222 Concept Study (Planning only) (2237)	425	Complete
40	Modify Drainage to Hand Boxes (2057)	338	Complete
41	Replace Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	1,557	Complete
42	Clean and Paint Structural Steel on Various Bridges (2238)	3,149	Complete
43	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repairs (2182)	4,781	Complete
44	Replace 230kW Generator at Administration Building (2239)	382	Complete
45	Land Acquisition and Equipment to Support I-95 Improvements (2136)	6,185	Underway
46	Clean and Paint Structural Steel on Various Bridges - Phase II (2257)	5,989	Underway
47	Install Sweeper Dirt Dewatering Pad at Maintenance 1 (2314)	295	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	KENNEDY HIGHWAY (cont'd)		
48	Overlay Deck & Repair - Bouchelle Road & MD 213 Bridges over I-95 (2275)	2,019	Underway
49	Zone Paint Various Bridges - Phase III (2281)	3,551	Underway
50	Rehab Corrugated Pipe Culverts (Engineering only) (2359)	110	Underway
51	Renovate HVAC System at Administration Building (2272)	883	Underway
52	Clean and Zone Paint Tydings Bridge (2313)	8,661	Spring, 2014
53	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (2218)	685	Spring, 2014
	MULTI-AREA		
54	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	865	Complete
55	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,183	Complete
56	Law Enforcement IT Systems Plan - Multi-Area (2060)	3,147	Complete
57	Miscellaneous Paving Repairs (2142)	3,957	Complete
58	Right-of-Way and General Fencing at Various Locations (2144)	282	Complete
59	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,036	Complete
60	On-Call Structural Repairs and Miscellaneous Modifications (2171)	13,900	Complete
61	Replace Intercom Systems at Toll Collection Booths - Authority-Wide (2162)	267	Complete
62	Energy Lease Program (2078)	9,399	Complete
63	Study Unified Operations Center (2250)	10	Complete
64	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	1,778	Complete
65	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	7,505	Complete
66	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	199	Complete
67	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	3,687	Underway
68	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,629	Underway
69	Install E-ZPass Back-Up Site (Engineering only) (2225)	100	Underway
70	Furnish and Install Radiax Cable within Tunnels (2156)	2,051	Underway
71	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	1,637	Underway
72	On-Call Structural Repairs and Miscellaneous Modifications (2176)	14,421	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
73	Repair and Modify Miscellaneous Roadway Lighting (1913)	4,911	Underway
74	Replace Navigational Lighting Systems at Francis Scott Key, Nice Memorial and Bay Bridges (2074)	2,771	Underway
75	On-Call Miscellaneous Electrical Repairs (2236)	1,339	Underway
76	On-Call Structural Repairs and Miscellaneous Modifications (2254)	13,212	Underway
77	Fatigue Retrofits for Various Structures (2219)	1,298	Underway
78	Implement Video Citation Process (2294)	3,950	Underway
79	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	6,952	Underway
80	On-Call Facility/Building Repairs (2240)	2,309	Underway
81	On-Call Miscellaneous Paving Repairs (2335)	7,686	Underway
82	On-Call Structural Repairs and Miscellaneous Modifications (2291)	11,953	Underway
83	On-Call Structural Repairs and Miscellaneous Modifications (2296)	9,006	Underway
84	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	4,557	Underway
85	Overlay Bridge Decks and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,287	Underway
86	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
87	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,180	Underway
88	Seal Decks of Various Bridges on I-95, I-695 and I-895 (JFK, FSK, BHT) (Engineering only) (2326)	400	Underway
89	Total Maximum Daily Load (TMDL) Storm Water Retrofits (Engineering only) (2346)	700	Underway
90	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	9,435	Underway
91	On-Call Sign Structures (2298)	2,882	Underway
92	On-Call Structural and Concrete Repairs and Misc. Modifications (Engineering only) (2361)	200	Underway
93	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	4,813	Underway
94	Upgrade Fire Alarm and Security Systems (Engineering only) (2358)	185	Underway
95	Equipment Budget (1702)	1,714	Ongoing
96	Furnish and Install License Plate Recognition Systems (2360)	1,723	Spring, 2014
97	Furnish, Deliver and Commission DMS (2229)	1,439	Spring, 2014
98	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	8,658	Spring, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

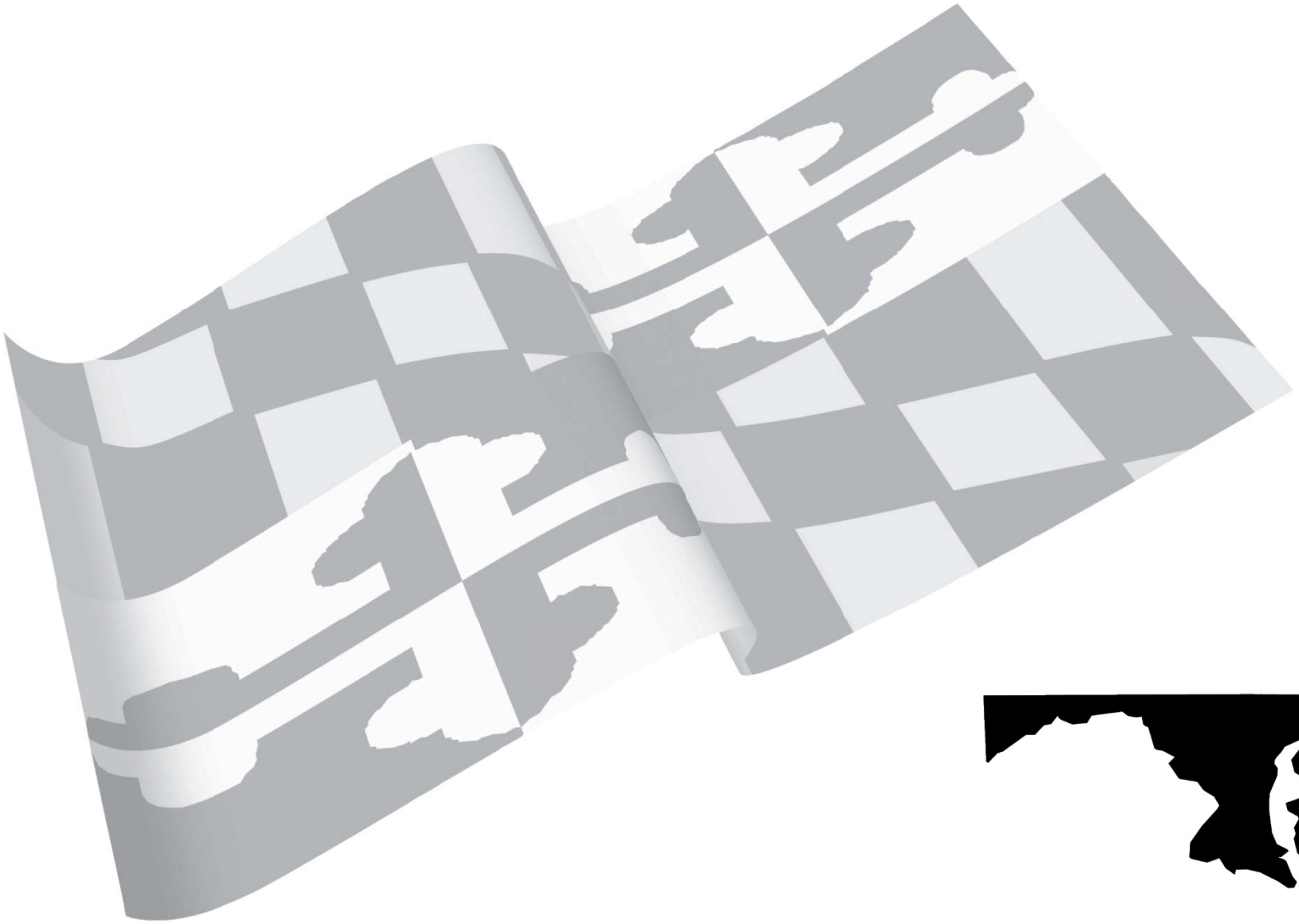
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 and Prior (cont'd)		
	NICE BRIDGE		
99	Renovate Administration Building (1025)	2,141	Complete
100	Replace Generators at Administration and Maintenance Buildings (2328)	669	Underway
101	Replace Roofs of Administration and Maintenance Buildings and Rehab Roof of Metal Storage Building (2302)	448	Underway
	POINT BREEZE		
102	Point Breeze - Second Floor Renovation (2295)	6,542	Underway
103	Rehabilitate IT Building for MDTA Police SOD (Engineering only) (2350)	200	Underway
104	Renovate MDTA Headquarters - 1st Floor (Engineering only) (2356)	345	Underway
105	Replace Roof and Repair Brick Masonry at 2310 Point Breeze Building (2242)	2,172	Spring, 2014
	W. P. LANE BRIDGE		
106	Replace Underground Tanks at Administration Building & Police West Garage (2051)	1,305	Complete
107	Replace Roofs at Bay Bridge Campus (2245)	415	Complete
108	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,604	Underway
109	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	1,218	Underway
110	Install Four Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,069	Underway
111	Modify WPL Crossover and Resurface EB and WB Approaches (Engineering only) (2344)	391	Underway
112	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	590	Underway
113	Rehabilitate Suspension Spans - Westbound Bridge only (Engineering only) (2342)	3,000	Underway
114	Renovate Conduit Hangers - Both Spans (2267)	1,049	Underway
115	Replace 5KV Feeder on Eastbound Bay Bridge (Engineering only) (2329)	1,359	Underway
116	Replace Eastbound Bay Bridge Navigational Lighting (Engineering only) (2347)	92	Underway
117	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	709	Underway
118	Replace Acoustic Monitoring on Eastbound Bay Bridge (2341)	2,454	Underway
119	Replace HVAC at Bay Bridge Campus Buildings (Engineering only) (2362)	274	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015		
	BALTIMORE HARBOR TUNNEL		
120	Repaint Harbor Tunnel Switchgear Enclosures (2330)	682	Fall, 2014
121	Replace HVAC at Administration Building (2308)	3,002	Fall, 2014
	F.S.KEY BRIDGE		
122	Repair Median Barrier and Lighting north of Bear Creek (2351)	960	Summer, 2014
123	Replace Underground Storage Tanks with Vaulted Storage Tanks (2202)	1,633	Fall, 2014
124	Overlay Bridge Decks over Dock Road and CSXT (2327)	4,100	Spring, 2015
	FORT MCHENRY TUNNEL		
125	Replace Generator at Maintenance Building (2348)	439	Fall, 2014
126	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	2,400	Spring, 2015
	HATEM BRIDGE		
127	Replace HVAC at Administration Building and Scale Houses (2303)	806	Fall, 2014
128	Remove Underground Storage Tanks and Replace Oil Water Separator (2222)	496	Spring, 2015
	KENNEDY HIGHWAY		
129	Replace Navigational Lighting on the Tydings Bridge (2332)	397	Fall, 2014
130	Replace Light Poles (2323)	6,260	Spring, 2015
	MULTI-AREA		
131	Allocated Long Range Capital Needs Reserve (2325)	27,001	Ongoing
132	Equipment Budget (1702)	3,990	Ongoing

MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2015 (cont'd)		
	MULTI-AREA (cont'd)		
133	System Preservation Allocated Reserve (1979)	23,874	Ongoing
134	System Preservation Unallocated Reserve (1981)	7,983	Ongoing
135	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	6,720	Summer, 2014
136	Replace and RehabilitateToll Booths at JFK and BHT (2311)	3,947	Summer, 2014
137	Replace Generators at JFK, WPL, BHT and FSK (2265)	2,241	Summer, 2014
138	On-Call Electrical and ITS (2345)	4,766	Fall, 2014
139	On-Call Structural and Concrete Repairs and Misc. Modifications (2353)	5,265	Spring, 2015
	NICE BRIDGE		
140	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	550	Spring, 2015
	W. P. LANE BRIDGE		
141	Modify WPL Lane Use System (2340)	1,049	Fall, 2014
142	Repair Toll Plaza Concrete Paving (2318)	4,550	Fall, 2014
143	On-Call Facility-Wide Structural Repairs and Misc. Modifications (2349)	12,375	Spring, 2015



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland's program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.