



Maryland Department of Transportation

2017 STIP

2017 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Section 1: Executive Summary and Project Information

**Section 2: Metropolitan Transportation
Improvement Programs**

**Maryland Department
of Transportation**

“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life’s opportunities.”

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

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

TABLE OF CONTENTS

PART 1:	EXECUTIVE SUMMARY AND PROJECT INFORMATION	
1.0	Introduction	1
2.0	Overview of Transportation Planning Agencies	3
3.0	Key Transportation Planning Documents	5
	State Report on Transportation	5
	MDOT's Vision and Mission	5
	Highway Needs Inventory	7
	Metropolitan Planning Organization Transportation Plans and Programs	7
	Statewide Transportation Improvement Program (STIP)	8
4.0	Maryland's STIP Development	9
	Process Overview	9
	MDOT Planning Factors and Coordination	12
	System Preservation	12
	Safety and Security	12
	Environmental Planning Factors	13
	Coordinated Public Transit – Human Services Transportation Plan	14
5.0	Linking Maryland's STIP to SAFETEA-LU	15
	Federal STIP Update Guidelines	15
	MPO Coordination and Air Quality Attainment	15
	Non-Metropolitan Area Coordination	16
	Indian Tribal Government Coordination	16
	Federal Lands Highway Program TIP	16
	Public Comment	16
	Capital and Non-Capital Project for Specific Federal Funds	17
	Regionally Significant Projects	17
	Project/Phase Summary Reports	17
	Grouped Projects	18
	Consistency with State and MPO Long-Range Transportation Plans	18
	Financial Plan	18
	Fiscal Constraint	19
Appendix A	Statement of Self-Certification	26
Appendix B	SHA List of Projects for which Federal funds have been obligated the previous year	28
Appendix C	MTA List of Projects for which Federal funds have been obligated the previous year	115
Appendix D	SHA Financial Constraint Summary Table and Explanation Worksheet	116
Appendix E	Statewide Financial Constraint Summary Table and Explanation Worksheet	121
Appendix F	Eastern Federal Lands Division Projects	126
Appendix G	SPR Information	127
Appendix H	Federal Funding Sources	128
Appendix I	Glossary	130
Appendix J	List of MTA Urban Transit Projects in TIPs	131
Appendix K	MTA Statewide Transit Projects	134
Appendix L	SHA Rural Projects (Statewide)	137
Appendix M	Public Outreach and Comment	149

TABLE OF CONTENTS

APPENDIX L	
SHA Statewide Projects	64
2016-2021 MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM (CTP)	
Summary of the CTP	1
Significant Changes to the FY2014-2019 CTP	A-1
FY 2015 Accomplishments	A-11
Operating and Capital Program Summary	A-20
Federal Aid Obligations	A-22
System Preservation Minor Project Program Levels	A-24
Major Bridge Projects	A-27
Bicycle And Pedestrian Related Projects	A-31
Revenue Increase Summary	A-42
The Secretary's Office	TSO-1
State Highway Administration – Statewide Projects	SHA-SW-1

PART 1:	EXECUTIVE SUMMARY	
	LIST OF FIGURES AND TABLES	
Figure 2.1	Maryland's Metropolitan Boundaries	4
Figure 3.1	Transportation Trust Fund Sources, 2016-2021	6
Figure 4.1	STIP Development Process	9
Table 4.2	2015 CTP Fall Tour Annual Consultation Meetings	10

PART 2: METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAMS

2017 Maryland Statewide Transportation Improvement Program: Part 1 Executive Summary and Project Information

■ 1.0 Introduction

The Fiscal Year 2017 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the 2035 Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains federally-funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216 and provisions of P.L. 114-94, Fixing America's Surface Transportation Act (FAST Act). Maryland's STIP is developed through a collaborative effort between MDOT's five Transportation Business Units (State Highway Administration, Maryland Transit Administration, Maryland Motor Vehicle Administration, Maryland Aviation Administration, Maryland Port Administration), the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's seven Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by Maryland State law requiring the Secretary of Transportation to visit with and present to each of the State's county jurisdictions and City of Baltimore, the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP). The STIP contains all of the relevant information directly from the CTP. The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and it effectively fulfills the intent of FAST Act legislation. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day-to-day budgeting process. These changes will be reflected in more timely amendments and modifications.

Maryland's 2017 STIP contains two parts.

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

Section 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the seven MPOs TIPs without change as required by Fixing America's Surface Transportation Act (FAST Act). Please reference the appropriate TIP for all urban area transit and highway projects.

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

The 2017 STIP, all TIPs, and the 2016-2021 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website: <http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html>

The TIPs can be found at these websites:

- Baltimore Region Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
www.baltometro.org/phocadownload/Publications/Transportation/Plans/TIP/16-19TIP_Amended_Reduced.pdf
- National Capital Region Transportation Planning Board
Transportation Improvement Program (TIP) FY 2015-2020
<http://www.mwcog.org/clrp/projects/tip/fy1520tip/FY15-20TIP-11072014.pdf>
- Wilmington Area Planning Council
Transportation Improvement Program (TIP) FY 2017-2020
<http://www.wilmapco.org/tip/#fy2017tip>
- Calvert-St. Mary's Metropolitan Planning Organization Transportation Improvement Program (TIP) FY 2015-2018
<http://www.calvert-stmarysmpo.com/DocumentCenter/Home/View/93>
- Cumberland Urbanized Area Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2023
<http://www.gov.allconet.org/mpo/docs/tip/2017/Cumberland-MD-WV-TIP-2017-2023.pdf>
- Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
http://www.hepmpo.net/planning_docs/FY2017-2020TIP.pdf
- Salisbury/Wicomico Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
http://www.swmpo.org/3Content&Pics/SWMPO_TIP_FY17-20MD_FY16-19DE_Adopted_03102016.pdf

■ 2.0 Overview of Transportation Planning Agencies

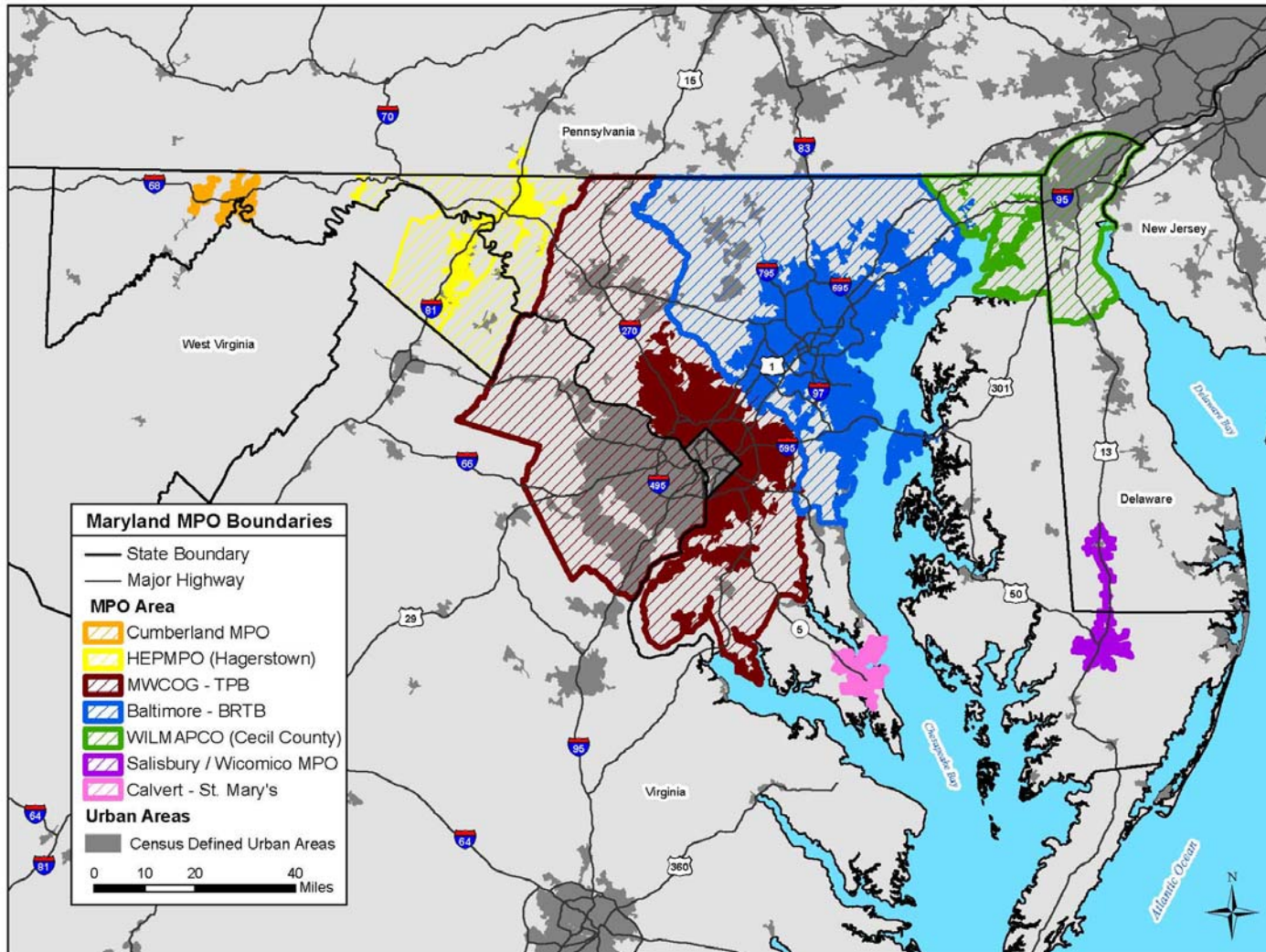
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five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

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

- Baltimore Regional Transportation Board (BRTB);
- Calvert - St. Mary's Metropolitan Planning Organization (C-SMMPO);
- Cumberland Metropolitan Planning Organization (CAMPO);
- Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO);
- National Capital Region Transportation Planning Board (TPB);
- Salisbury/Wicomico Area Metropolitan Planning Organization (S/WMPO); and
- Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO).

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs.

Figure 2.1 Maryland's Metropolitan Boundaries



■ 3.0 Key Transportation Planning Documents

State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *2035 Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: <http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html> .

The *2035 Maryland Transportation Plan (MTP)*, approved in January 2014, establishes MDOT's 20-year vision for a world class, multimodal transportation system and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both state and federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

MDOT's Vision and Mission:

Provide a well-maintained, sustainable, and multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

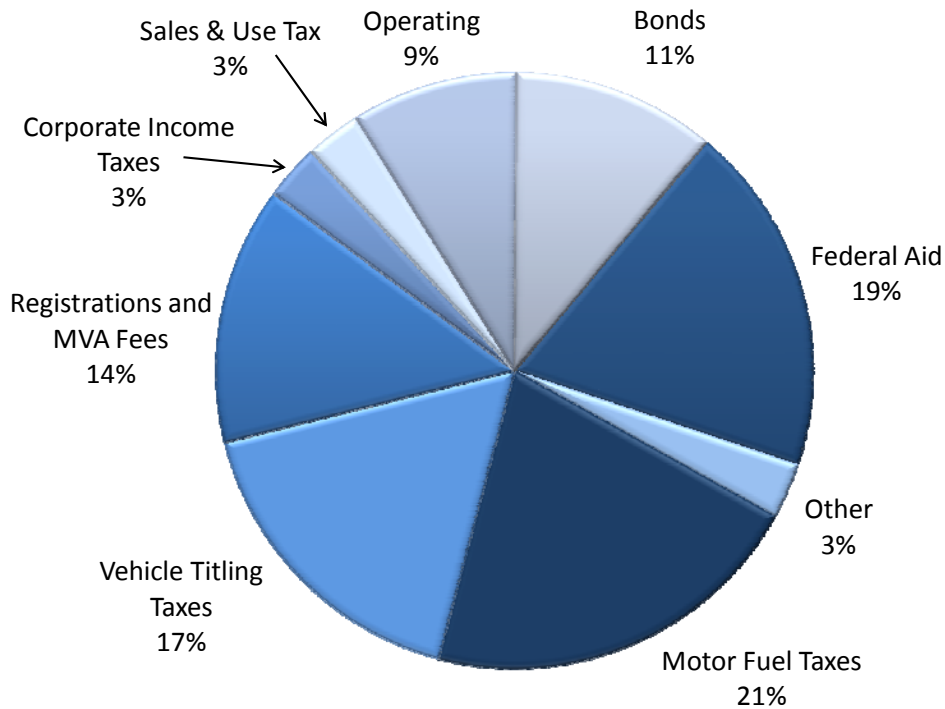
A description of the six goals is included below:

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

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program (CTP)*, Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 11 of the CTP). Projects from all Transportation Business Units and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not federally funded. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2016 – 2021

Where The Money Comes From:



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

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

Highway Needs Inventory

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

Metropolitan Planning Organization Transportation Plans and Programs

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

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

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

Statewide Transportation Improvement Program

In order to receive federal funds, federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland STIP is a four-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's funding period using year of expenditure dollars. In Maryland, all years of the STIP list projects and appropriate project groupings with specific funds identified for each fiscal year. Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. All projects and funding details in the STIP have been scrutinized and approved by the Maryland General Assembly and by the Governor through the State's annual budget process. The STIP is comprised of these parts: the Executive Summary and Project List, the seven TIPs, and the CTP. MTA and SHA project information is identified directly from the CTP and then formatted and translated for STIP and TIP clarification. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day to day budgeting process. These changes will be reflected in more timely amendments and modifications.

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

■ 4.0 Maryland's STIP Development

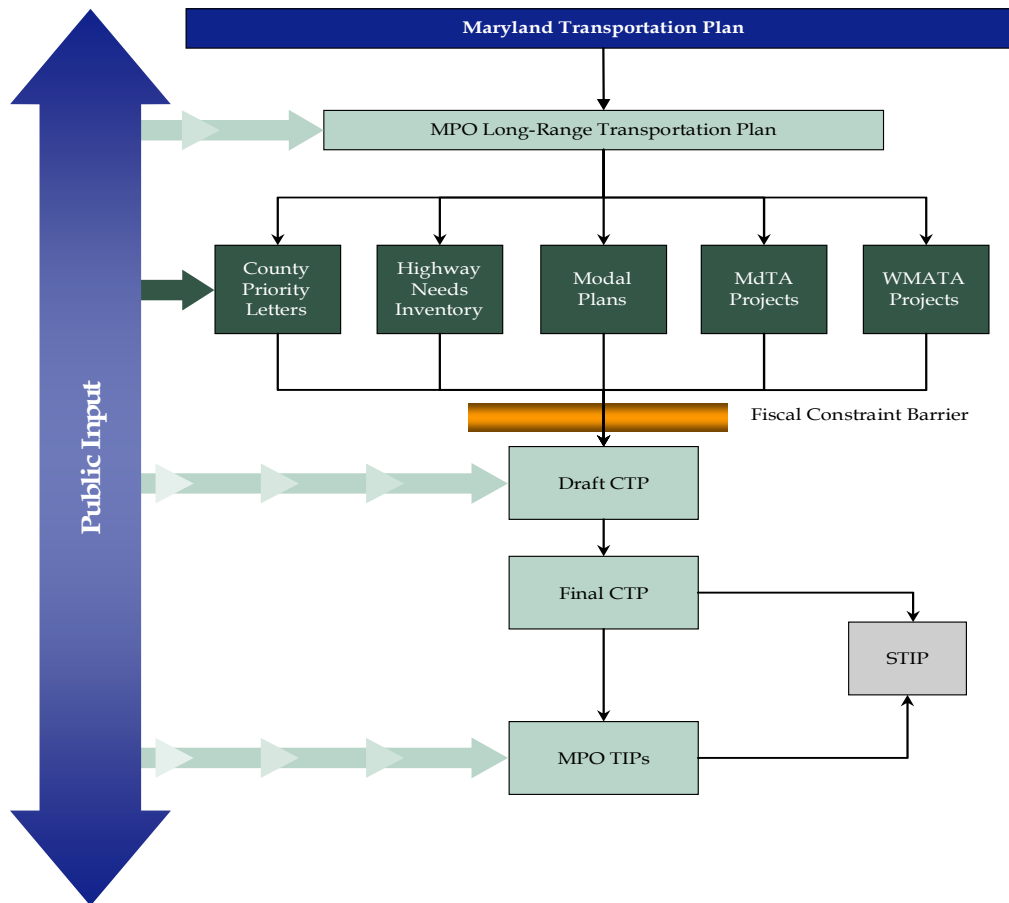
Process Overview

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

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

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

Figure 4.1 STIP Development Process



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

Once the official draft CTP/STIP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Transportation Business Units' Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP/STIP. In preparation for the Tour, MDOT conducts staff level meetings with each of the Counties and Baltimore City, called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2015 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP/STIP.

Table 4.2 2016-2021 CTP - 2015 Fall Tour Annual Consultation Meetings

2015 Date	County	Time	Location
September 17, 2015	Cecil	10:00 a.m.	Elkton
September 17, 2015	Wicomico	7:00p.m.	Salisbury
September 18, 2015	Harford	3:00 p.m.	Bel Air
September 21, 2015	Anne Arundel	3:00 p.m.	Annapolis
September 22, 2015	Queen Anne's	2:00 p.m.	Centerville
September 22, 2015	Kent	6:00 p.m.	Chestertown
October 6, 2015	Caroline	11:00 a.m.	Denton
October 6, 2015	Talbot	4:00 p.m.	Easton
October 6, 2015	Dorchester	7:00 p.m.	Cambridge
October 8, 2015	Washington	10:00 a.m.	Hagerstown
October 8, 2015	Allegany	3:00 p.m.	Cumberland
October 9, 2015	Garrett	10:00 a.m.	Oakland
October 15, 2015	Carroll	2:00 p.m.	Westminster
October 15, 2015	Frederick	7:00 p.m.	Frederick
October 20, 2015	Calvert	10:30 a.m.	Prince Frederick
October 20, 2015	St. Mary's	1:30 p.m.	Leonardtwn
October 20, 2015	Charles	6:00 p.m.	La Plata
October 22, 2015	Prince George's	2:00 p.m.	Greenbelt
October 22, 2015	Montgomery	7:00 p.m.	Rockville
October 23, 2015	Howard	7:00 p.m.	Laurel
October 29, 2015	Baltimore	1:30 p.m.	Towson
November 6, 2015	Baltimore City	1:30 p.m.	Baltimore
November 10, 2015	Worcester	10:30 a.m.	Snow Hill
November 10, 2015	Somerset	2:00 p.m.	Princess Anne

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination. The Maryland Non-Metropolitan Consultation Process can be found here: http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/MDOT_NonMetropolitanConsultativeProcessBrochure_1.pdf

Once the final CTP has been developed after public input, it is submitted to the General Assembly for its approval. The final CTP is used in creating the MPO TIPs, which has all the same information. Once the final CTP and each TIP have been approved, they are brought together into the current STIP. The CTP is developed every year; however, the TIPs and the STIP are not necessarily updated every year.

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

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

MDOT Planning Factors and Coordination

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

System Preservation

Keeping Maryland's transportation system safe and in good condition is a top priority for MDOT. For example, roads must be re-paved, safety improvements implemented, aging bridges rehabilitated, and buses and trains repaired and replaced. In the face of growing travel demand, increasing construction and equipment costs, limited resources, and ever-present needs for system expansion, MDOT must make the most efficient use of its existing system. To ensure the most productive use of the State's transportation system, asset maintenance and preservation are prioritized to extend the useful life of existing facilities and equipment in a fiscally responsible manner. MDOT seeks to maximize the value and performance of current resources in order to capture all of the benefits from the existing system before making new investments. Currently, system preservation accounts for 47% of MDOT's capital expenditures in FY 16 and 38.7% in FY 17.

Safety and Security

Ensuring the safety and security of Maryland residents and others who travel through the State's airports, seaports and on buses, highways, and trains is vitally important. MDOT is committed to providing safe travel to all its customers and to protecting the safety of MDOT's workforce and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, threats to the security of travelers and to transportation assets have received heightened attention, and MDOT is committed to taking advantage of new technologies and cost effective counter-measures to reduce transportation system vulnerabilities. Each Transportation Business Unit institutes both safety and security measures, with MDOT continuing to support these actions and strategies across the State transportation system.

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and strategic, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives as well as strategies within key emphasis areas. The SHSP has most recently been updated to cover years 2016-2020. The SHSP has incorporated the AASHTO/FHWA supported “Toward Zero Deaths” philosophy as its underlying principle. The Maryland Highway Safety Office is in complete concurrence with the “Toward Zero Deaths” initiative. This principle sets goals of reducing motor vehicle-related fatalities and injuries by one-half by 2030, with an eventual goal to approach zero traffic deaths. The SHSP interim annual targets through the life of this particular SHSP are based on this methodology, but they have been revised since the 2011-2015 SHSP to take into account new guidelines in MAP-21.

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

Environmental Planning Factors

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

In December 2010, the EPA established a Total Maximum Daily Load (TMDL) of nutrients and sediment that may be discharged to the Chesapeake Bay and its tidal tributaries. Under the TMDL, Maryland and its local governments have developed Watershed Implementation Plans (WIPs) that will guide our efforts to substantially reduce pollutants discharged from our facilities. As part of that effort, SHA developed a suite of best management practices to reduce the impacts of the system including:

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

² <http://www.marylandroads.com/index.aspx?pageid=240>

In support of State goals for Green House Gas (GHG) reduction and reduction of other emissions, MDOT has coordinated its transportation policies and programs to reduce dependence on automobiles by incorporating travel alternatives such as telework, pedestrian, bicycle, and transit options, as appropriate, into the design of projects. To encourage the use of clean vehicles, MDOT has installed electric vehicle charging equipment at a number of MDOT facilities, including fourteen transit stations.

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

Coordinated Public Transit - Human Services Transportation Plan

On December 4, 2015, President Obama signed into law Fixing America's Surface Transportation Act or "FAST Act" that maintained the changes implemented in The Moving Ahead for Progress in the 21st Century Act (MAP-21). The program changes in MAP-21 legislation included the repeal of the Section 5316 and 5317 Programs and the establishment of an enhanced Section 5310 Program that serves as a single formula program to support mobility of seniors and individuals with disabilities.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), MAP-21's predecessor, required that projects funded through FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC), and Section 5317 (New Freedom) Programs "must be derived from a locally developed, coordinated public transit-human services transportation plan." Under MAP-21 and FAST Act, this process continues to be a requirement for projects funded through FTA's Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities). This provision is aimed at improving transportation services for persons with disabilities, older adults, and individuals with lower incomes and ensuring that communities are coordinating transportation resources provided through multiple federal programs.

The Maryland Transit Administration (MTA) led the development of a statewide plan and five regional Coordinated Transportation Plans in October 2007. These plans were updated in 2010 and have just been updated again in 2015. All plans are in the process of being adopted by appropriate local bodies. These planning efforts not only pertain to Section 5310, but they also include the wide spectrum of services offered by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans assessed the transportation needs of older adults, people with disabilities, and low income workers, developed strategies for addressing identified gaps and approving efficiencies of services, and prioritized specific strategies for implementation. In addition, these plans identified potential organizations or structures to implement coordinated activities and potential new coordinated services.

■ 5.0 Linking Maryland's STIP to MAP-21 and FAST Act

This section contains additional information about the development and content of Maryland's STIP in order to demonstrate compliance with federal requirements. The following information is organized according to 23 CFR § 450.216 subsections (a) – (m). MAP-21 made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms.

(a) Federal STIP Update Guidelines: MDOT intends to update its STIP every two years. The federal regulations only require an update every four years; therefore MDOT's biennial update is well within this boundary.

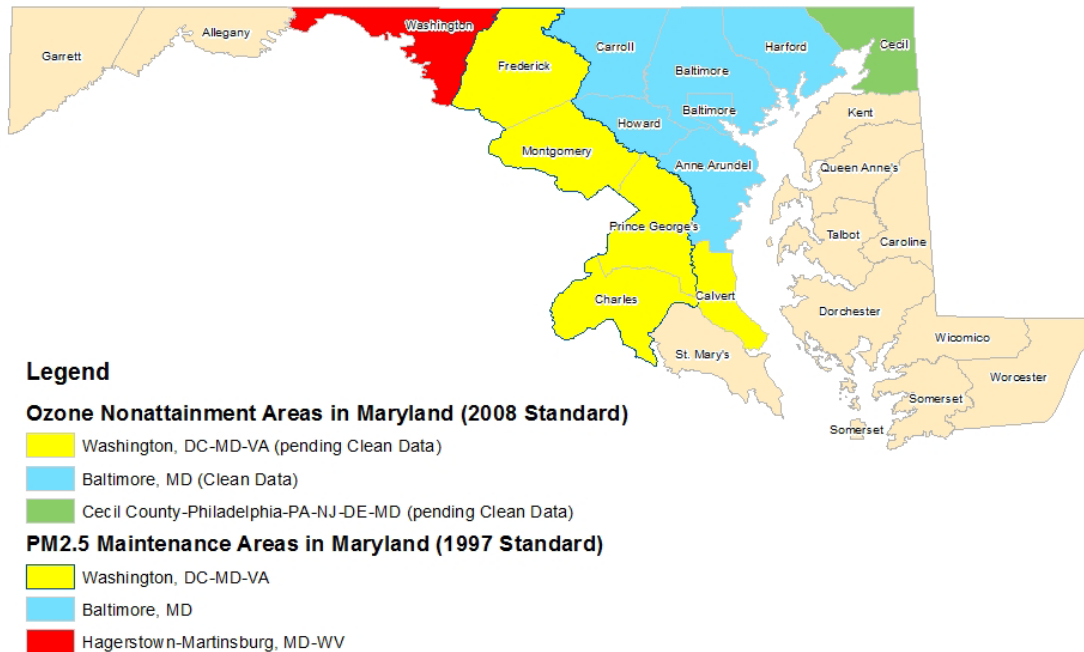
(b) MPO Coordination and Air Quality Attainment: Each MPO creates a metropolitan TIP that reflects local needs, priorities, and available funding in coordination with local transit providers, local government officials, citizens, users, and other stakeholders. Each of these agencies has a documented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

Transportation conformity is required by the Clean Air Act Amendments of 1990 (CAAA), which establishes the framework for improving air quality to protect public health and the environment. The goal of transportation conformity is to ensure that Federal Highway Administration and Federal Transit Administration funding and approvals are given to highway and transit activities that are consistent with air quality goals. The CAAA require that projects listed in TIPs and long range transportation plans (LRTP) will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS.

Transportation conformity applies in all nonattainment and maintenance areas for ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2) and carbon monoxide (CO). An attainment area is a geographic area that meets or has pollutant levels below the NAAQS is called an attainment area. An area that does not have pollutant levels below the NAAQS is called a nonattainment area. In addition to areas classified as attainment and nonattainment, some areas are described as maintenance areas. Maintenance areas are geographic areas that were classified as nonattainment but are now consistently meeting the NAAQS. Through monitoring, modeling, and the demonstration of a Maintenance Plan, maintenance areas have demonstrated that they have sufficient controls in place to meet and maintain the NAAQS.

The following map identifies the attainment and nonattainment areas in Maryland.

Maryland Nonattainment and Maintenance Areas



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

Areas outside of an MPO are also required to properly certify transportation conformity before including projects in the STIP. In areas that are not represented by an MPO, the certification process is coordinated between the county, MDOT, and MDE. Currently there are no jurisdictions outside of an MPO that require transportation conformity

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

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

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

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

MDOT recognizes that an early and continuous public participation process is the key to keeping the public fully informed and involved in making decisions that affect Maryland's transportation systems. MDOT strives to be as inclusive as possible, and employs a range of public outreach strategies that vary based on the relevant outreach needs. MDOT takes an inclusive attitude to engaging the public targeting all populations not solely Title VI and Limited English Proficiency populations. These strategies have included press releases, mass mailings, interviews, facilitated meetings, an interactive website, newsletters, social media, and online surveys.

MDOT's public participation process begins during the development of MDOT's Statewide Transportation Plan, called the Maryland Transportation Plan (MTP), continues through the creation of Maryland's Statewide Transportation Improvement Program (STIP) and six-year Consolidated Transportation Program (CTP), and then finishes with the project development phase for implementation of specific transportation system improvements. The MDOT Annual Consultation Meetings Tour (MDOT Tour) is the major outreach activity of MDOT for the development of the MTP, STIP and CTP.

As part of the MDOT Tour, the Secretary and business unit leaders meet with the public and discuss ways to improve transportation in the State. Annually, there are at least twenty-four public MDOT Tour meetings held across the State. These meetings are hosted by local jurisdictions and held at different local venues, including county buildings, community centers or organizations, local boards of education, and public libraries that are transit assessable locations with variable starting times to accommodate different work schedules.

In the past, MDOT's public outreach included providing notice of the MDOT Tour meetings through the use of press releases, mass mailings, social media, and MDOT website postings. To encourage participation by minority and Limited English Proficiency populations throughout Maryland, MDOT will place advertisements in local newspapers, including major and non-English language media, prior to public meetings to inform the public of these activities. MDOT will also use, when appropriate, non-English language newspapers within the local jurisdictions for public outreach that is being conducted by MDOT. MDOT will continue to issue press releases, send mass mailings, use surveys, and post on the MDOT social media pages and the MDOT website. MDOT will continue to work with the local jurisdictions to ensure that public meetings continue to be held at transit assessable locations with variable starting times to accommodate different work schedules. MDOT will also continue to work with the local jurisdictions to engage minority and Limited English Proficiency populations. The MDOT Tour meeting schedule and

directions are listed on the website at http://www.mdot.maryland.gov/newMDOT/Planning/CTP/2015_CTP_Tour/Index.html.

(g) Capital and Non-Capital Project for Specific Federal Funds: The CTP separately lists bicycle and pedestrian projects programmed annually and can be found starting on page BP-1. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR. Appendices B and C contain annual lists of projects for which funds have been obligated in the previous year.

(h) Regionally Significant Projects: The 2017 STIP includes all MDOT projects, including those projects of regional significance. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(i) Project / Phase Summary Reports: For each major project to be included in the CTP, MDOT either creates a summary Project Information Form (PIF), which is a summary of information for each project or submit the projects through the MPO TIP process. Important data is included on the PIF and the TIP project sheets, such as a map illustrating the location and size of a project, an image illustrating the type of project, project justification, other non-Federal funding sources, and Smart Growth Status. Chapter 725 also requires that for projects in the Construction Program, the appropriate State Goals from the State Transportation Plan (MTP) be identified. There is a complete description of how to read the CTP found in the Executive Summary of the CTP on Page 13, included in Appendix L of the STIP. Each MPO TIP explains how to read the TIP project sheets.

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

- Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities, and to obtain environmental approvals.
- Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.
- Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.
- Construction – This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives the necessary environmental permits, the State of Maryland meets air quality requirements, and contracts are bid. Once a project is fully funded for construction, it is moved from the Development and Evaluation section of the CTP to the Construction section of the CTP.
- Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.
- Federal Aid – This is the amount of the total that will utilize federal funding.

(j) Grouped Projects: MDOT has the option to group projects that are not regionally significant. These projects are typically referred to as “Minor Projects” and appear as “System Preservation Projects”. These projects are smaller in scope and cost can include road resurfacing, safety improvements, and sidewalk and bicycle and trail construction. Most projects are not grouped together and have their own PIF page; however, some System Preservation Projects within the larger urban areas are grouped together by funding category. Projects located within smaller regions may be itemized at the discretion of the SHA district engineer. In instances where grouped projects include large projects that can be identified individually, consideration for their own PIF page will be given.

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2035 Maryland Transportation Plan (MTP)* provided policy guidance for the 2017 STIP development. The MTP in turn provides overall policy direction for Maryland’s seven MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: The financial documentation can be found in Appendix L in the CTP Summary on pages 8-12. This information was presented and distributed to the public during the Fall Tour. The section titled “Where the Money Comes From” (page 11 of the CTP) details the various inputs to the Transportation Trust Fund (TTF), which is Maryland’s dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by federal aid, operating revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

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

The total projected Trust Fund revenues amount to \$28.5 billion for the period covered by the FY 2016 – FY 2021 CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 5 percent of the Highway User Revenues credited to the TTF are shared with Maryland’s counties and Baltimore City to support their local transportation needs.

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

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

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

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

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2017 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

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

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

The 2017 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, special, general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. The Summary includes Operating and Maintenance Costs on pages A-18 through A-20, which are fully funded first before any funding is declared available for Capital projects. Lastly, all of the information contained in the MPO TIPs for the state projects comes directly from the CTP. All project and funding details in the STIP/CTP have been scrutinized and approved by the Maryland General Assembly and Governor

through the annual budget process. Once approved by the Maryland General Assembly and Governor, this becomes the budget established in the financial system.

State Highway Administration Details

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

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

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

Capital Project

A Capital Project, as approved in the CTP, is generally a project that results in the building of an infrastructure asset or improves the infrastructure asset by extending its useful life. The CTP process is in compliance with Accounting Pronouncement GASB 34 requiring infrastructure and all capital assets be accounted for and depreciated based on the reasonable useful life of the asset. MDOT Consolidated Transportation Program Bonds are backed by these infrastructure assets. The bonds require that Capital Program Bond funds be used exclusively for appropriate capital program spending as authorized by the approved CTP. Each capital project must support the specific capital program fund category it is being funded from, such as Fund 77 Resurfacing and Rehabilitation. Each capital program fund must be used exclusively for the purpose approved by the Secretary of Transportation and the Maryland General Assembly.

Capital Program Fund Categories (Grouped Projects)

Capital Program Funds, such as Fund 80 Bridge Replacement and Rehabilitation, are an integral part of managing the Capital Program. The fund categories are approved by the Administrator and the Secretary during the budget submission process. Each fund category represents a capital investment in the State Highway System. Funds can only be spent for capital projects that are part of the State Highway System unless the project has

been approved as reimbursable. The work performed in the Capital Program cannot be considered repair or maintenance work, which is work that does not extend the useful life of a capital or infrastructure asset or it minimally extends the life. Repairs and maintenance work on the State Highway System must be approved and charged against the Maintenance Program.

Form 42 and Form 30 – Project/Contract Approval Process

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

Advertisement Schedule

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

Monthly Forecast

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

Advance Construction

SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when they are advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during

each fiscal year. The cash flows used are the same as those carried in the Department's six-year CTP. Federally funded projects are added to the program only when there is sufficient obligation authority (OA) remaining after providing for projects already underway. For planning purposes, the OA is calculated at a rate of 80% - 94.7% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

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

Appendix A

Statement of Self-Certification

Appendix B

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

Appendix C

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

Appendix D

SHA Financial Constraint Summary Table and Explanation Worksheet

Appendix E

Statewide Financial Constraint Summary Table and Explanation Worksheet

Appendix F

Eastern Federal Lands Division Projects

Appendix G

SPR Information

Appendix H

Federal Funding Sources

Appendix I

Glossary

Appendix J

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

Appendix K

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

Appendix L

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

Appendix L

This Appendix contains the Consolidated Transportation Program Summary and all Statewide Highway Projects that are not found in a MPO TIP. The Summary includes Operating

APPENDIX A

Statement of Self-Certification

As MDOT oversees its modal agencies, there is close coordination in all aspects of project delivery. MDOT is in the possession of or is currently compiling the following Plans, Certifications and Assurances from all processes in relation to each federal requirement, including but not limited to the following:

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


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

APPENDIX A
Statement of Self-Certification

STATEWIDE TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

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

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



Signature
Pete K. Rahn

Printed Name
Secretary

Title
7/18/2016

Date

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr. Code/ Fund Type	Oblig Date	TIP/STIP Reference
Bridge Replacement and Rehabilitation (Fund 80)							
MD 956	1022022	AL459C21	REHAB BR 01098 OVER POTOMAC RIVER (DECK)	40,000.00	M240	3/3/2015	09-6
MD 47	1021005	AL360C21	BRIDGE 01004300 OVER NORTH BRANCH	600,000.00	H250	10/17/2014	05-00.8
	P00A851	AL443C51	TC11-8 BRIDGES ON MD 936, I-68, MD 36	(18,304.00)	Q250	10/29/2014	09-6
I-68	0682044	AL421B51	TC125-BR 0110200/CSX,BR0110300/PATTERSO	59,923.52	L1CE	1/13/2015	09-6
MD 144	1396002	AL398B21	BRIDGE 0109100 ON MD 144 OVER EVITTS CRK	140,000.00	L25E	3/26/2015	09-6
MD 36	2071039	AL324B51	TC11-BR 116600 ON MD 3 OVER KOONTZ RUN	17,692.00	L1CE	1/21/2015	09-6
	2071036	AL306B31	M36 BR #10104 OVER GEORGES CREEK -BRIDGE REPLACEMENT	(12,734.89)	L1C0	10/20/2014	09-6
	000A851	AL443B51	TC11-9 BRIDGES ON MD 936, I-68, MD 36	(987,272.00)	L1CE	10/29/2014	09-6
	2541011	AA651B53	SOUTH RIVER FARMS PARK WETLAND MITIGATIO	(14,216.00)	L24E	3/12/2015	60-9506-38
MD 173	3001049	AA263E51	TC56-BRIDGE 0204500 OVER STONEY CREEK	390,779.00	M0E1	2/23/2015	60-9310-13
MD 648	0003335	AA758B51	STRUCTURE 02080X0 ON MD 648AA	785,260.74	M233	1/28/2015	60-9610-13
	1111027	AA480B51	TC - HAMMONDS FERRY ROAD OVER MD 295	783,267.00	L1CE	3/6/2015	60-9610-13
I-695	6956363	AA765C51	TC125-BR 0200100 OVER PATAPSCO RIVER	320,460.71	M001	8/21/2014	60-9310-13
MD 295	0003131	AA479B51	TCR-RIDGE ROAD OVER MD 295	(127,901.65)	M233	6/18/2015	60-9610-13

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 295	0003131	AA479B51	TCR-RIDGE ROAD OVER MD 295	(62,525.00)	M001	6/18/2015	60-9610-13
	3130003	AA259B51	TC11-W NURSERY RD OVER MD 295 (NB & SB)	205,899.84	L1C0	6/26/2015	60-9310-13
I-695	6956365	BA462B52	TC94-BR 03140 OVER MILFORD MILL ROAD	10,000,000.00	M001	9/16/2014	60-9508-19
	000A959	BA073B51	TC12-6 BR ON I695,MD166,MD702,MD695A	30,544.23	L1C0	9/9/2014	60-9310-13
MD 695	6956374	BA896B51	BR 0328100 OVER NORTHEAST CREEK-RAMP C	2,359,052.00	M0E1	6/8/2015	60-9310-13
US 1	2811039	BA328B51	BRIDGE 03001 OVER LITTLE GUNPOWDER FALLS	671,620.66	M0E1	4/9/2015	11172008 (AMEN. DATE)
I-695	6956347	BA727B53	TC-SW OUTER LOOP PH 2A- FREDERICK RD	1,007,455.90	MS30	12/8/2014	A 27-4
I-695	6956350	BA462B22	BR 03140 ON I-695 OVER MILFORD MILL ROAD	(124,596.32)	L1CE	4/30/2015	A22-3
MD 25	1125008	BA810B51	BRIDGE 0301900-MD 295 OVER GEORGES RUN	500,000.00	M24E	4/22/2015	60-9601-13
I-83	1127002	BA421B51	TC11-BR 03214 ON MIDDLETOWN RD OVER I-83	38,415.99	L1CE	9/19/2014	60-9310-13
MD 695	1151022	BA896B21	BR 0328100 OVER NORTHEAST CREEK-RAMP C	206,976.00	L05E	6/9/2015	A-22-4
	000A852	BA747C5A	TC11-8 BRIDGES ON I-83, I-695, MD 158	17,706.28	L1CR	3/10/2015	60-9610-13
MD 150	3035027	BA855B51	TC56-BRIDGE 0309500 OVER MD 700	637,042.32	M0E1	5/11/2015	60-9310-13
MD 140	2361039	BA607B51	TC125-BR 03083-N BRANCH OF PATAPSCO RIV	2,000,000.00	M001	9/24/2014	60-9508-19
I-70	0701253	BA811B5A	TC125-BR 0322903, 0322904- PATAPSCO RIVER	65,198.32	L1CE	5/11/2015	60-9310-13
MD 129	3019009	BA502B51	BRIDGE 0314700 OVER I-695	2,472,808.16	M001	5/12/2015	63-1207-13

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A681	BA377B51	TC-7 BRIDGES ON I-83,MD128,I-695	(78,348.26)	L1CE	8/20/2014	60-9610-13
MD 261	1211032	CA480D51	BRIGE 04011 OVER FISHING CREEK	3,030,434.00	M24E	3/10/2015	CA4801
MD 313	3041009	CO378B51	TC11-BRIDGE 0502200 OVER MARSHYHOPE CRK	59,398.00	L1CE	6/17/2015	RU Bridge
MD 313	3041009	CO378C51	TC11-BRIDGE 0502200 OVER MARSHYHOPE CRK	35,527.71	L1C0	6/17/2015	RU Bridge
MD 328	3021016	CO452B52	BRIDGE 5012 OVER TUCKAHOE CK-MITIGATION	27,939.43	L1CR	6/22/2015	CO4521
MD 328	3021015	CO452C32	BRIDGE 5012 ON MD328 OVER TUCKAHOE CREEK	531,192.00	L250	7/18/2014	CO4521
MD 287	1283011	CO460D51	TC11-MD 287 OVER CHOPTANK RIVER	792,201.82	L25E	10/29/2014	RU Bridge
MD 287	1283011	CO460C51	TC11-MD 287 OVER CHOPTANK RIVER	121,330.23	L250	10/29/2014	RU Bridge
MD 287	1283011	CO460B51	TC11-MD 287 OVER CHOPTANK RIVER	43,078.00	L1CE	10/29/2014	RU Bridge
MD 97	2411005	CL349C51	BR 0605000 ON MD 97 OVER MORGAN RUN	(4,255.00)	L1CE	8/19/2014	60-9508-19
MD 272	2891019	CE446B51	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	2,323,831.00	M001	7/14/2014	WILMAPCO 3-1
MD 272	2891018	CE446B51	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	3,000,000.00	M001	7/8/2014	WILMAPCO 3-1
US 40	1251051	CE359B51	TC11 - OVER BIG ELK CREEK	(8,978.54)	L1C0	9/5/2014	WILMAPCO 3-1
MD 545	1273004	CE333C51	TC-MD 545 OVER LITTLE ELK CREEK	92,783.96	L1CR	7/25/2014	WILMAPCO 3-1
	000A685	CE374B51	TC-BRIDGES AT VAR LOC ON US408,MD273	(66,982.69)	L1CE	10/20/2014	WILMAPCO 3-1
	000B077	CE293D51	7 EXISTING BR ON US1,US40,MD222,MD272	292,929.68	M002	12/23/2014	WILMAPCO 3-1
	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	126,493.15	M240	12/15/2014	WILMAPCO 3-1

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	77,530.17	M001	12/15/2014	WILMAPCO 3-1
MD 234	2721026	CH209B51	TC13-BR 0803600 OVER ALLENS FRESH RUN	761,197.73	M233	6/26/2015	6385
MD 234	2721026	CH209C51	TC13-BR 0803600 OVER ALLENS FRESH RUN	97,662.00	ER80	9/25/2014	6385
US 15	1051033	FR418D51	TC11-BR 10098 ON MOTTER AVE OVER US 15	381,983.84	M002	11/10/2014	3084
US 15	1051031	FR418C31	BRIDGE 10098 ON MOTTER AVE OVER US 15	413,954.00	3150	1/14/2015	3084
I-270	2707176	FR382B51	TC-BR 10078-MD80 BR 10079- BENNETT CRK	(344,002.32)	M001	4/15/2015	3084
MD 17	1081018	FR619C51	BRIDGE 1002400 OVER POTOMAC RIVER	(334,333.79)	L1CE	8/12/2014	3084
MD 140	2361035	FR504C51	BR 100065 OVER MONOCACY RIVER	629,188.00	M001	9/22/2014	3084
MD 26	2341043	FR123B51	TC12-BRIDGE 1002504 OVER MONOCACY RIVER	25,545.52	L1CE	9/9/2014	3084
	000B073	FR160C51	10 EXISTING BR- MD75,MD383,US15,US340,I70	40,268.20	M001	8/26/2014	3084
MD 546	1015006	GA208B21	BRIDGE 1101200-MD 546 OVER I-68	80,000.00	L030	6/8/2015	RU Bridge
US 219	2011030	GA355B51	BRIDGE 11023 ON US 219 OVER CHERRY CREEK	67,470.48	M0E1	6/24/2015	GA3551
MD 7	1259009	HA242B51	TC13-BRIDGE 12009 OVER JAMES RUN	586,836.00	L23E	6/24/2015	A-27-4
MD 7	1259007	HA242B51	TC13-BRIDGE 12009 OVER JAMES RUN	(276,676.51)	L1C0	5/29/2015	A-27-4
	000A682	HA385B51	TC-13 BRIDGES AT VARIOUS LOCATIONS	2,215.72	L1CE	11/3/2014	60-9508-19
MD 623	0001496	HA958B51	REPLACE BRIDGE 12052 ON MD 623	(14,336.00)	1170	7/22/2014	60-9508-19
US 40	2441023	HO374E51	TC - BR 1303300 ON US 40 WB RAMP TO US29	(5,660.11)	L240	8/7/2014	60-9508-19

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 40	2441023	HO374B51	TC - BR 1303300 ON US 40 WB RAMP TO US29	(67,290.19)	L1CE	8/7/2014	60-9508-19
US 40	2441023	HO374C51	TC - BR 1303300 ON US 40 WB RAMP TO US29	(491.11)	L24R	8/7/2014	60-9508-19
	000B072	HO214B51	13 EXISTING BRIDGES ON US1,US29,MD94,I70	33,669.81	M233		60-9310-13
MD 175	3582014	HO438B21	BR 1308603 EB/BR 1308604 WB OVER US 29	(12,374.44)	L1C0	6/16/2015	60-9508-19
I-495	4952278	MO241B51	TC-BR 1513700 OVER NORTHWEST BRANCH	30,183.81	L1CE	2/11/2015	3081
I-495	4952262	MO804B51	BRIDGE #15115 ON I-495 OVER MD187	(130,848.33)	Q010	3/31/2015	H 1A-4
MD 650	2491105	MO423D51	TC56-BRIDGE 15013 OVER SLIGO CREEK	194,300.00	Q100	9/24/2014	3081
MD 650	2491105	MO423B51	TC56-BRIDGE 15013 OVER SLIGO CREEK	172,528.22	L1CE	6/30/2015	3081
I-495	4952262	MO804B51	BRIDGE #15115 ON I-495 OVER MD187	72,819.24	M0E1	3/31/2015	H 1A-4
MD 650	2491023	MO523B21	BR 1513900 (MD 650 RAMP OVER I-495)	(184.00)	Q120	8/12/2014	3081
	P00B069	MO163B51	7 EXISTING BRIDGES ON I-495,US 29,MD 117	100,000.00	M001	7/7/2014	3081
	000B069	MO163B51	7 EXISTING BRIDGES ON I-495,US 29,MD 117	866,063.00	M001	10/29/2014	3081
	000B069	MO163B51	7 EXISTING BRIDGES ON I-495,US 29,MD 117	181,886.00	M23E	6/8/2015	3081
	000B069	MO163C51	7 EXISTING BRIDGES ON I-495,US 29,MD 117	100,000.00	M230	7/7/2014	3081
MD 202	2551010	PG690B51	TC-MD 202 OVER I-495	9,227.86	L1CR	12/15/2014	3081
CO 483	5096001	PG572B51	BR 1616100-FORESTVILLE RD OVER I95/I495	(27,976.68)	L1CR	4/30/2015	3081

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000S925	PG481B51	VARIOUS BRIDGES IN PG COUNTY-CL & PAINT	(10,608.00)	Q120	9/5/2014	3081
MD 4	2591080	PG664E51	TC 56-BR 1618101 AND 1618102 OVER MD 223	4,296,102.00	M001	7/24/2014	3081
MD 4	2591080	PG664i51	TC 56-BR 1618101 AND 1618102 OVER MD 223	28,656.46	Q120	9/18/2014	3081
MD 4	2591080	PG664B51	TC 56-BR 1618101 AND 1618102 OVER MD 223	915.99	Q100	9/18/2014	3081
MD 201	5019021	PG671B51	STIM-MD 201 OVER I-95	325,367.74	M0E1	12/15/2014	3081
MD 4	2591080	PG664K51	TC 56-BR 1618101 AND 1618102 OVER MD 223	988,114.00	M0E1	2/26/2015	3081
MD 4	2591080	PG664B51	TC 56-BR 1618101 AND 1618102 OVER MD 223	661,605.57	M0E1	12/18/2014	3081
MD 4	2591080	PG664H51	TC 56-BR 1618101 AND 1618102 OVER MD 223	2,510,636.26	M002	11/3/2014	3081
MD 4	2591080	PG664B51	TC 56-BR 1618101 AND 1618102 OVER MD 223	31,394.21	L1C0	11/3/2014	3081
MD 4	2591080	PG664G51	TC 56-BR 1618101 AND 1618102 OVER MD 223	125,086.08	1180	11/3/2014	3081
US 50	1301159	QA479C51	TC11-BR 17010 ON US 50 WB OVER US 301	462,118.09	M001	9/15/2014	RU Bridge
MD 313	1283012	QA484B51	BRIDGE 17030 ON MD313 OVER CHESTER RIVER	707,213.26	M2E2	4/9/2015	RU Bridge
US 50	1301159	QA479D51	TC11-BR 17010 ON US 50 WB OVER US 301	188,040.06	M0E1	3/17/2015	RU Bridge
MD 5	1225010	SM366B51	BRIDGE 1800800 OVER EASTERN BRANCH	1,394,000.00	M24E	6/8/2015	SM3661
MD 667	1372003	SO432B51	STRUCTURE 19021X0E OVER PUNCHEON LANDING	11,915.45	Q250	9/9/2014	RU Bridge

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 331	1553001	TA392B51	SRI-BRIDGE 20034 OVER CHOPTANK RIVER	10,850,879.20	M24E	5/19/2015	TA3921
MD 331	1553001	TA392F51	SRI-BRIDGE 20034 OVER CHOPTANK RIVER	1,456,271.43	L00E	9/24/2014	TA3921
MD 331	3041006	TA392E21	RI - BRIDGE 20023 OVER CHOPTANK RIVER	221,088.00	H250	9/24/2014	TA3921
US 40	1058006	WA420B21	BRIDGE 2113600-250 FT BOTH APPROACHES	(112,994.63)	L24E	5/21/2015	W2014-08
I-70	0703364	WA416G51	TC125-I-70 OVER MD 63	67,040.00	L01E	7/31/2014	W2014-08
I-70	0703363	WA325B51	TC11-I-70 BR 21106 OVER CONOCOHEAGUE CR	2,098,361.10	M001	8/4/2014	W2014-08
US 40	2181031	WA420B51	BRIDGE 2113600 ON US 40 OVER I-70	1,000,000.00	M232	9/24/2014	W2014-08
I-70	0703364	WA416B51	TC125-I-70 OVER MD 63	111,720.78	M0E1	3/30/2015	W2014-08
I-70	0703364	WA416J51	TC125-I-70 OVER MD 63	878,559.00	M232	10/17/2014	W2014-08
I-81	0811066	WA344C21	DUAL BRIDGES 21078 OVER POTOMAC RIVER	3,175,200.00	M001	8/4/2014	W2014-08
US 13	1291056	WO223B51	BR 2301601, 2301602 OVER POCOMOKE RIVER	2,000,000.00	M001	9/18/2014	WO2231
US 13	1291056	WO223B51	BR 2301601, 2301602 OVER POCOMOKE RIVER	2,000,000.00	M0E2	6/16/2015	WO2231
	000A962	AW088B51	TC13-6 BRIDGES ON ROUTES MD 80 AND I-270	8,354.88	L1CE	1/26/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
	000A064	AT726B21	STREAM MONITORING PROG FOR BRIDGE REPL	(17,864.46)	Q120	8/28/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A658	AX954B51	INVERT PAVING/REPAIRS TO VAR STRUCTURES	(307,745.16)	L24E	11/24/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000B078	AW139B1P	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	1,800,000.00	M0E1	6/24/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	1,059,200.00	M001	9/23/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	471,642.00	M24E	12/8/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000A885	AT097B51	TC12-ACCESS EQUIPMENT OF MOT FOR BR INSP	(544,622.57)	L1CE	6/24/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000A877	AT756C52	TC11-INVERT PAVE/RESTORATION-VAR STRUCT	44,806.98	L050	11/3/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
000B078	AW139B1P	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	1,000,000.00	M24E	5/13/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
	000A885	AT097B51	TC12-ACCESS EQUIPMENT OF MOT FOR BR INSP	(169,639.93)	33D0	6/24/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
	000B078	AW139F1P	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	4,000,000.00	L11E	10/16/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
	000B078	AW139C1P	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	1,000,000.00	M001	9/16/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
	000B078	AW139D1P	BRIDGE INSPECTION-STATEWIDE-FY2014 &2015	1,000,000.00	M240	9/16/2014	MBRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
Total:				\$80,842,297.21			

Community Safety and Enhancements (Fund 84)

US 40	1251057	BA816C32	TC125- AT MOHR'S LANE	68,227.00	M230	7/7/2014	64-1101-11
MD 231	0003208	CA305B21	TC11-MD231-MD2/4 TO MD765A TO ARMORY RD	867,819.00	M2E1	12/24/2014	RE Urban Reconstruct
MD 30	1121008	CL341F31	NORTH WOODS TRAIL TO CSX RAILROAD	90.00	L030	9/22/2014	BMC-60-9511-19
MD 30	1121008	CL341D31	NORTH WOODS TRAIL TO CSX	71,303.00	H770	9/22/2014	BMC-60-9511-

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

			RAILROAD				19
MD 30	1121008	CL341E31	NORTH WOODS TRAIL TO CSX RAILROAD	6,411.43	H220	9/22/2014	BMC-60-9511-19
MD 30	1121008	CL341C31	NORTH WOODS TRAIL TO CSX RAILROAD	485,734.57	H250	9/22/2014	BMC-60-9511-19
MD 30	1121008	CL341G31	NORTH WOODS TRAIL TO CSX RAILROAD	4,589.00	Q030	9/22/2014	BMC-60-9511-19
MD 5	2651033	CH316B21	TC-REV-INTERS US301/MD5BU,INTERS ELL LA	(62,344.89)	L05E	11/3/2014	3038
US 40	2251009	FR350B21	TC-IVY HILL DR TO MIDDLETOWN PARKWAY	500,000.00	M2E1	12/10/2014	3084
MD 547	5044001	MO783B21	MD 547 TO WEYMOUTH STREET	(99.00)	Q230	8/19/2014	3084
MD 5	1211024	PG782D21	CURTIS LA/BRANCH AVE-N OF SUITLAND PKWY	127,832.00	M002	10/24/2014	3084
MD 500	5077003	PG546B31	TC94-MD208 (HAMILTON ST) TO MD410	(116,070.00)	M230	7/17/2014	3084
Total:				\$1,953,492.11			

Congestion Management (Funds 81 and 86)

MD 144	1396001	AL393C51	ALI GHAN ROAD AT CHRISTIE ROAD	87,141.89	L200	2/26/2015	09-8
MD 424	2561002	AA431B21	TC70-MD 424 AT US 50 S OF INTERCHANGE	(20,046.32)	L40E	3/12/2015	60-9504-04
MD 4	2591081	AA812B51	WAYSON'S CORNER PARK/RIDE AT MD794	23,088.15	M400	4/10/2015	60-9504-04
MD 439	0832223	BA093B51	I-83 AT MD 439 EAST OF INTERCHANGE	11,093.93	M400	4/6/2015	60-9504-04
MD 5	8500007	CH221B31	TC56-NORTH OF MD 5 BUS (LEONARDTOWN RD)	(122,466.00)	L40E	9/19/2014	3085
MD 5	8500006	CH221B21	TC35-NORTH OF MD 5 BUS (LEONARDTOWN RD)	(588,000.00)	L40E	9/17/2014	3085

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 75	1071018	FR225B51	AT I-70	502,280.48	L40E	12/8/2014	3085
MD 75	1071018	FR225D51	AT I-70	151,855.52	Q400	9/18/2014	3085
I-95	0953196	HO293E51	TC12-I-95SB AT MARYLAND WELCOME CENTER	42,980.08	M0E1	11/14/2014	60-9504-04
MD 175	3582020	HO294B51	MD 175 AT SNOWDEN RIVER PARKWAY	17,176.54	M400	1/26/2015	60-9504-04
I-95	0953194	PG751B51	TC12- I-95/I-495 PARK/RIDE RELOCATION	18,252.53	L40E	6/30/2015	3085
I-81	0811068	WA405C51	TC48-AT MD 68	54,469.39	L400	3/3/2015	W2014-06
	0003211	AX789D23	TC11-CHART SYSTEM NETWORK ENGR FY12-16	648,663.25	Q770	9/12/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
	0003211	AX789B23	TC11-CHART SYSTEM NETWORK ENGR FY12-16	1,000,000.00	M24E	6/16/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
	0003212	AX103C2B	TC11-CATT LAB OPERATION SUPPORT FY 12-14	750,000.00	L240	7/24/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
	0003233	AX106B5B	CHART SUPPORT FOR MATOC FY 12	(423.00)	L24E	8/1/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							13-6; TPB 3085; WILMAPCO 3-11
0003211	AX789B23	TC11-CHART SYSTEM NETWORK ENGR FY12-16	345,395.29	L24E	9/12/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003211	AX789B23	TC11-CHART SYSTEM NETWORK ENGR FY12-16	107,359.74	LZ2E	6/16/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003281	AX788B22	CHART OCEAN CITY DETECTORS-O & M FY13-14	233,822.00	M001	7/7/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
3114044	AX257B51	CHART Operation Centers Staffing Support	573,580.56	M240	12/17/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000A889	AT872B24	TC35-CCTV CAMERA DEPLOYMENT-STWD-PH 5	65,000.00	L05E	6/22/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085;	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-11
000A310	AX509B51	DYNAMIC MESSAGE SIGN (DMS) AT VAR LOC	(107,451.40)	L400	11/3/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000A889	AT872B24	TC35-CCTV CAMERA DEPLOYMENT-STWD-PH 5	65,000.00	L40E	6/22/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003388	AT028B12	FHWA SHRP2 L01/L06 IMPLEMENTATION ASSIST	196,125.00	M7TO	3/4/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000A431	AX717B51	STIM-CHART DYNAMIC MESSAGE SIGN-STWD	(140,695.54)	C240	11/25/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000A310	AX509C51	DYNAMIC MESSAGE SIGN (DMS) AT VAR LOC	(1,251,785.11)	Q250	11/3/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085;	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-11
3114038	AX625B21	CHART SUPPORT SERVICES - BCS 2007-06B	(48,370.24)	L240	4/30/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000B114	AT872B55	CHART CCTV DEPLOY PH 5A-DO,FR,MO,PG,QA	400,000.00	MOE1	12/15/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000B115	AT872B56	CHART CCTV DEPLOY PHASE 5B-AA,BA,CL,HO	1,000,000.00	MOE1	12/23/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
3114051	AX625B22	STWD CHART SUPPORT EXTENSION-BCS 2007-06	138,619.75	L240	4/2/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
3114054	AX286B15	OPERATIONS ACEDEMY SUPPORT FOR FALL 2013	86,565.00	40TE	8/26/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085;	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-11
000B116	AT872B57	CHART CCTV DEPLOY PHASE 5C-AL,FR,GA,WA	200,000.00	M0E1	12/15/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000B122	AT620B53	CHART DMS DEPLOYMENT PHASE 4	1,000,000.00	M0E1	6/24/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
P003211	AX789B23	TC11-CHART SYSTEM NETWORK ENGR FY12-16	2,000,000.00	M24E	12/10/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
000A816	AT872B23	TC70-CHART CCTV DEPLOYMENT-PHASE 4	37,500.00	L05E	6/23/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
Total:			\$7,476,731.49				

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

Environmental Projects (Funds 24, 25, 26, 74 and 88)							
MD 5	2651032	CH605B54	MD 5 EXIT RAMP FROM MD 231-HAZ MATERIAL	(13,756.77)	L05E	3/4/2015	3038
MD 28	5010010	MO850B51	LANDSCAPE FROM BAUER DRIVE TO GEORGIA	(203.00)	33C0	9/23/2014	3038
	000A458	AX750B21	WETLAND/STREAM RESTORATION MONITORING	50,000.00	L240	6/24/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A951	AX071B51	TC125-VAR INTERCH ON US50,MD100,D5 WETLA	82,388.68	M0E1	1/2/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
I-95	000A947	AX080F51	TC125-VEG MGMT-I-495 TO HO/PG COUNTY LI	1,000,000.00	M001	8/5/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A953	AX072B51	TC125-VAR INTERCH ON I70,I95,US29,MD100	212,065.75	L050	4/6/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A977	AX050B51	AT VARIOUS LOCATIONS IN DISTRICTS 3 & 5	31,125.75	M240	8/26/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3038; WILMAPCO 3-2
000A957	AX071B51	TC125-VAR INTERCH ON US50,MD100,D5 WETLA	182,594.64	M24E	12/29/2014	BRTB 60-9506- 38; CAMPO 09- 3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000B020	AX068C51	AT VARIOUS LOCATIONS IN DISTRICTS 4 & 7	22,187.82	M24E	1/30/2015	BRTB 60-9506- 38; CAMPO 09- 3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000S676	AW673B51	LANDSCAPE PLANTING FOR DISTRICT 4	(396.00)	Q240	8/12/2014	BRTB 60-9506- 38; CAMPO 09- 3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000S354	AW886B51	INSTALL-PLANT MAT AT VAR LOCS IN DIST 5	2,651.52	33D0	5/20/2015	BRTB 60-9506- 38; CAMPO 09- 3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000A951	AX070B51	TC125-VAR INTERCH ON US50,MD100,D5 WETLA	714,882.00	L050	9/24/2014	BRTB 60-9506- 38; CAMPO 09- 3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 10	000B035	AT062B51	TC94-MD10/D5-INTEGRATE RDS VEG MGMT	15,100.46	M001	4/6/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000B039	AT061B51	TC94-US50/MD404/MD309-ROADSIDE VEG MGMT	17,159.94	M0E1	4/6/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A458	AX750B21	WETLAND/STREAM RESTORATION MONITORING	180,265.09	33D0	6/24/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A456	AX747B21	ENVIRONMENTAL MANAGEMENT SYSTEMS DEVELOP	(188,467.10)	LZ10	2/25/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
MD 4	2591071	AA551B52	VARIOUS LOCATIONS ALONG MD 4	(13,956.49)	L22E	10/20/2014	60-9903-29
MD 178	1165003	AA793B21	ARCHAEOLOGY SURVEY,HISTORIC RESEARCH	240,000.00	L220	10/20/2014	60-9903-29
I-83	0832216	BA487B51	GUNPOWDER FALLS TRIBUTARIES STREAM STABI	(47,496.40)	L220	6/24/2015	A22-1
	000B052	FR126B31	SAVE MD'S CRITICAL CIVIL WAR BATTLEFIELD	979,450.00	L220	12/8/2014	2710
	3603002	HO325B52	DORSEY RUN FLOODPLAIN WETLAND RESTORATIO	(5,039.77)	L22E	8/1/2014	60-9903-29

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	0003263	HO422B51	BROKEN LAND PARKWAY PATHWAY	(113,979.98)	L220	2/9/2015	60-9903-29
MD 586	0001915	MO300C51	ROCK CREEK PED AND BICYCLE BR AND TRAIL	(713,995.45)	L220	2/25/2015	2710
	0003154	MO236B51	OLDE TOWN GAITHERSBURG ROLLING STOCK RES	(49,785.83)	L220	3/23/2015	2710
	0003227	MO275B51	SHADY GROVE METRO ACCESS ROAD BIKEPATH	(227,182.03)	L220	3/12/2015	2710
MD 586	0001915	MO300B51	ROCK CREEK PED AND BICYCLE BR AND TRAIL	(93,135.25)	Q220	2/25/2015	2710
	0003128	PG595B51	NORTH GATE PARK AT THE PAINT BRANCH	(28,736.28)	L220	2/25/2015	2710
	000A436	AX632B52	MEET 2011 GOAL-STATEWIDE TREE PLANTING	(8,753.00)	L220	10/8/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A718	AX320B5B	INTEGRATED ROADSIDE VEGETATION IN D-3, 5	(63,471.15)	L22E	8/20/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	0003393	AX823B12	MARYLAND ARCHEOLOGICAL CONSERVATION LAB	55,337.00	L22E	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
US 29	1091064	AX155B5E	TREE PLANTING AT VAR LOC IN HO/MO COUNTY	28,223.11	L22E	8/19/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							SWMPO 6-1; TPB 3038; WILMAPCO 3-2
I-97	0971064	AA170B51	AT OAKDALE	2,000,000.00	M0E1	6/24/2015	60-9506-38
I-95	1951003	BA717B21	600' S OF FRANCIS AVE TO 400' NW OF US1	(2,490.00)	L05E	8/28/2014	60-9506-38
MD 295	1111031	BA978D52	TC35-RIVERVIEW/BALTO HIGHLANDS COMMUNITY	500,000.00	M0E1	3/24/2015	63-1405-31
I-695	6956341	BA552B51	1850 FT S OF WINDSOR MILL RD TO WINDSOR	29,010.27	L050	7/29/2014	60-9506-38
I-95	0953197	HO248B51	TIMBERVIEW NOISE BARRIER	348,649.05	L050	6/23/2015	60-9506-38
I-95	0953188	HO248B21	TIMBERVIEW NOISE BARRIER	(70,914.68)	L01E	4/22/2015	60-9506-38
US 50	1301169	PG078D51	SRI-US 50 AT MD 410	193,531.06	M0E1	4/30/2015	3038
US 50	1301169	PG078C51	SRI-US 50 AT MD 410	955,994.00	M002	12/17/2014	3038
MD 648	3005008	AA356B51	400 FT NORTH OF MD 170 TO LAKE FRONT DR	92,788.59	L23E	7/16/2014	60-9506-38
MD 175	3617007	AA387B21	BETWEEN CAROL AVENUE AND 2ND STREET	(68,733.90)	H230	3/23/2015	60-9506-38
	000A755	AX931D21	SWM FAC FUNCTIONAL UPGRADES IN AA COUNTY	237,600.00	M24E	1/13/2015	60-9506-38
I-695	6956348	BA162B31	MAGLIANO PROPERTY DRAINAGE IMPROVEMENTS	(8,886.39)	L230	11/24/2014	60-9506-38
I-695	6956368	BA061B51	AT DOUBLE ROCK TOWNHOUSE W OF US1-PH1&2	239,133.00	M001	6/24/2015	BMC # 60-9506-38
	000A899	BA487B53	AT VARIOUS LOCATIONS - PHASE 2	61,836.70	M23E	6/22/2015	BMC 60-9506-38
I-695	6956368	BA061C51	AT DOUBLE ROCK TOWNHOUSE W OF US1-PH1&2	5,287.22	M0E1	2/5/2015	BMC # 60-9506-38
MD 30	1121007	CL227C51	MAIN STREET NEAR WEST STREET	209,622.00	L20E	9/4/2014	60-9506-38
MD 30	1121007	CL227D51	MAIN STREET NEAR WEST STREET	69,150.09	Q250	3/20/2015	60-9506-38

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 1	1231037	HA365B51	STRUCTURE 12087X0 S OF CONOWINGO DAM	20,394.00	L050	6/22/2015	A22-2
	000S953	HO694B51	PHASE 2 - FUNCTIONAL ENHANCEMENT OF SWM	93,135.25	Q220	5/20/2015	60-9506-38
US 13	3171019	WI328B53	NORTH OF BRIDGEVIEW STREET TO ZION ROAD	(311,385.56)	M231	3/31/2015	SWMPO 6-1
	000A699	WI328E52	LONDON AVE,WILLIAM ST,PARK AVE,ISAB	740,995.38	LZ20	7/17/2014	SWMPO 6-1
US 50	1301163	WI229D51	NORTHWOOD DRIVE TO US 13	196,997.22	H050	7/7/2014	SWMPO 6-1
US 50	1301163	WI229C51	NORTHWOOD DRIVE TO US 13	11,362.58	M001	11/4/2014	SWMPO 6-1
MD 32	1181065	AX931C51	BETWEEN SAPPINGTON STATION AND MD 175	500,000.00	M24E	1/14/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A639	AX986C51	OPEN END CONTRACT-SWM FAC STATEWIDE	374,684.27	M24E	3/3/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
MD 170	3121011	AA151B51	MD 648 TO MD 762	1,723.55	MS30	6/30/2015	60-9508-19
MD 543	1249005	HA406B51	TC125-GILMER WAY TO CHURCH CREEK ROAD	16,139.55	M2E3	11/10/2014	60-9506-38
Total:				\$8,680,700.51			

Resurfacing and Rehabilitation (Fund 77)

MD 36	2071042	AL285F51	MT SAVAGE TO STRUCTURE 1006 JENNINGS RUN	390,394.48	L240	8/26/2014	09-5
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APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 36	2071042	AL285B51	MT SAVAGE TO STRUCTURE 1006 JENNINGS RUN	57,811.02	M231	7/29/2014	09-5
MD 51	1034003	AL440B51	SRI-COMERFORD DR TO POTOMAC RIVER BR	195,875.11	M232	12/29/2014	09-5
MD 51	1034004	AL439B51	TOWN CRK BR 0104700-WEST OF COMERFORD DR	511,915.00	M232	9/10/2014	09-5
MD 51	1034004	AL439D51	TOWN CRK BR 0104700-WEST OF COMERFORD DR	929,737.00	Q250	2/3/2015	09-5
	000B097	XY401B51	AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	500,000.00	M001	8/5/2014	09-5
	000A764	XY201B51	VAR LOCATIONS IN ALLEGANY COUNTY	(250,835.90)	L25E	1/13/2015	09-5
	000A985	XY302B51	VARIOUS LOCATIONS IN NORTHERN AA COUNTY	202,034.00	M001	8/5/2014	60-9501-11
	000A985	XY302B51	VARIOUS LOCATIONS IN NORTHERN AA COUNTY	1,753,700.00	M240	8/26/2014	60-9501-11
	000A986	XY302B52	VARIOUS LOCATIONS IN SOUTHERN AA COUNTY	839,993.06	3150	9/24/2014	60-9501-11
	000B045	XY229B5A	ANNE ARUNDEL COUNTY - SEALING	30,913.00	M001	7/29/2014	60-9501-11
	000B045	XY229B5A	ANNE ARUNDEL COUNTY - SEALING	262,764.00	M240	7/29/2014	60-9501-11
	000B108	XY402B51	VARIOUS LOCATIONS IN NORTHERN AA COUNTY	200,000.00	M24E	6/9/2015	60-9501-11
	000B108	XY402B51	VARIOUS LOCATIONS IN NORTHERN AA COUNTY	750,000.00	M0E1	6/9/2015	60-9501-11
	000B109	XY402B52	VARIOUS LOCATIONS IN SOUTHERN AA COUNTY	500,000.00	M0E1	6/16/2015	60-9501-11
	000B109	XY402B52	VARIOUS LOCATIONS IN SOUTHERN AA COUNTY	500,000.00	L050	6/23/2015	60-9501-11
	000B109	XY402B52	VARIOUS LOCATIONS IN SOUTHERN AA COUNTY	1,200,000.00	M24E	6/16/2015	60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A986	XY302B52	VARIOUS LOCATIONS IN SOUTHERN AA COUNTY	1,000,000.00	M240	9/24/2014	60-9501-11
MD 450	7201010	AA828C51	HOUSLEY RD TO GENERALS HIGHWAY	202,572.00	M2E1	2/5/2015	60-9501-11
	000A640	XX102B5A	RESURFACE VAR LOC IN NORTHERN AA COUNTY	(500,000.00)	L240	4/6/2015	60-9501-11
	000A368	XX102B58	STIM-RESURFACE VAR LOC IN NORTHERN AA CO	(87,274.50)	L240	1/12/2015	60-9501-11
	000A368	XX102B58	STIM-RESURFACE VAR LOC IN NORTHERN AA CO	(64,114.10)	L050	1/12/2015	60-9501-11
I-195	1951007	BA049B51	PARK AND RIDE TO BRIDGE OVER FRANCIS AVE	229,321.00	04M0	5/14/2015	60-9501-11
MD 26	2341044	BA596D51	TC12-I-695 TO BALTO CITY/COUNTY LINE	319,381.41	L00E	7/24/2014	60-9501-11
US 40	2441025	BA877D51	TC11-I-695 TO BALTIMORE CITY/COUNTY LINE	2,297.25	L23E	3/24/2015	60-9501-11
US 40	2441025	BA877B51	TC11-I-695 TO BALTIMORE CITY/COUNTY LINE	(29,369.43)	L050	3/24/2015	60-9501-11
I-195	1951007	BA049F51	PARK AND RIDE TO BRIDGE OVER FRANCIS AVE	1,500,000.00	M001	9/23/2014	60-9501-11
US 40	2441028	BA051B51	BRIDGE OVER PATAPSCO RIVER TO PINE ST	2,889,483.00	M0E1	6/10/2015	60-9501-11
MD 26	2341044	BA596B51	TC12-I-695 TO BALTO CITY/COUNTY LINE	125,459.02	L00E	6/24/2015	60-9501-11
I-195	1951007	BA049D51	PARK AND RIDE TO BRIDGE OVER FRANCIS AVE	245,252.34	L01R	9/23/2014	60-9501-11
MD 26	2341044	BA596B51	TC12-I-695 TO BALTO CITY/COUNTY LINE	319,522.14	M23E	6/24/2015	60-9501-11
MD 26	2341044	BA596F51	TC12-I-695 TO BALTO CITY/COUNTY LINE	2,410,824.70	M23E	3/20/2015	60-9501-11
I-83	0832224	BA873C53	SRI-I-695 TO SHAWAN ROAD	696,075.48	L01E	9/23/2014	60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

I-83	0832226	BA053B51	MT CARMEL ROAD TO SHAWAN ROAD	2,000,000.00	L01E	6/24/2015	60-9501-11
I-83	0833208	BA676B51	NB/SB I-83, MT CARMEL RD TO DOWNES RD	(330,000.00)	H220	6/24/2015	A27-1
I-83	0832224	BA873D52	SRI-I-695 TO SHAWAN ROAD	3,000,000.00	M001	9/23/2014	60-9501-11
US 40	1251060	BA405B52	EBENEZER ROAD TO DAYS COVE ROAD	2,000,000.00	M001	8/5/2014	60-9501-11
	000B084	XY303B52	VAR LOC IN BA COUNTY - WEST OF I-83	221,815.58	L00E	9/16/2014	60-9501-11
	000B083	XY303B51	VARIOUS LOC IN BA COUNTY - EAST OF I-83	100,000.00	M240	7/29/2014	60-9501-11
US 40	1251061	BA059B51	TODDS LANE TO MD 700	1,000,000.00	M001	9/9/2014	60-9501-11
	000B083	XY303B51	VARIOUS LOC IN BA COUNTY - EAST OF I-83	1,000,000.00	M001	7/29/2014	60-9501-11
	000B099	XX365B51	VARIOUS LOCATIONS IN BALTIMORE COUNTY	298,279.71	Q010	2/3/2015	BMC-60-9501-11
	000B099	XX365B51	VARIOUS LOCATIONS IN BALTIMORE COUNTY	1,000,000.00	M0E1	2/3/2015	BMC-60-9501-11
	000B099	XX365B51	VARIOUS LOCATIONS IN BALTIMORE COUNTY	400,000.00	L01E	12/17/2014	BMC-60-9501-11
	000B099	XX365B51	VARIOUS LOCATIONS IN BALTIMORE COUNTY	500,000.00	M001	10/14/2014	BMC-60-9501-11
MD 150	3035014	BA177B21	PE- I-695 TO BACK RI BR	(1,425.00)	3150	8/28/2014	60-9501-11
MD 587	3227001	BA058F51	MD 150 TO STRAWBERRY POINT ROAD	1,929,455.00	M24E	6/22/2015	60-9501-11
MD 587	3227001	BA058B51	MD 150 TO STRAWBERRY POINT ROAD	500,000.00	M230	8/19/2014	60-9501-11
I-795	7951024	BA147B51	TC11-I-695 TO CSX RAILROAD OVERPASS	(657,933.73)	L01E	6/4/2015	60-9501-11
I-695	6956367	BA082B51	TC12-YORK RD TO PROVIDENCE RD,INCL RAMPS	116,277.45	M0E1	5/11/2015	60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 150	3035028	BA054B51	SRI-NORTH POINT BLVD TO DIAMOND POINT RD	1,973,766.00	M001	9/25/2014	60-9501-11
MD 150	3035028	BA054D51	SRI-NORTH POINT BLVD TO DIAMOND POINT RD	3,631.00	M0E1	3/20/2015	60-9501-11
MD 700	3036002	BA588B51	RTC-MD 150 (EASTERN BLVD) TO US 40	(555,573.03)	L23E	3/4/2015	60-9501-11
MD 157	3050004	BA332D51	TC13-PENINSULA EXPRESSWAY TO WISE AVENUE	81,534.00	M240	3/3/2015	60-9501-11
MD 587	3227001	BA058D51	MD 150 TO STRAWBERRY POINT ROAD	348,598.00	M23E	6/22/2015	60-9501-11
MD 131	3192003	BA057D51	MD25 (FALLS ROAD) TO MD 45 (YORK ROAD)	118,623.00	Q230	9/24/2014	60-9501-11
MD 695	6956354	BA154B51	TC11-W OF MD7 TO MD150 (INCLUDING RAMPS)	16,153.28	L05E	5/4/2015	60-9501-11
MD 695	6956319	BA407C51	COVE RD TO END OF SHA MAINT-OUTER LOOP	(1,984.00)	H050	8/28/2014	60-9501-11
I-695	6956366	BA091B51	TC13-MD 122 TO MD 26	44,685.00	L01E	7/30/2014	60-9501-11
MD 131	3192003	BA057B51	MD25 (FALLS ROAD) TO MD 45 (YORK ROAD)	764,629.00	M230	5/19/2015	60-9501-11
MD 695	6956358	BA970F52	TC11-WEST OF MD 7 TO MD 150	958,118.05	M001	8/4/2014	60-9501-11
MD 45	3021014	BA161B51	TC11-N OF RIDGELY RD TO S OF TIMONIUM RD	(88,663.36)	L23E	3/31/2015	60-9501-11
	000A646	XX903B54	VARIOUS LOCATION IN BA COUNTY W OF I-83	(251,254.16)	L24E	1/13/2015	60-9501-11
MD 144	3012016	BA268B22	NORTH ROLLING RD TO HOLMEHURST AVENUE	(214,491.98)	L23E	6/30/2015	60-9501-11
MD 45	3025016	BA573D51	TC11-STEVENSON LANE TO TOWSONTOWN BLVD	85,115.00	Q230	7/21/2014	60-9501-11
MD 45	3021017	BA597B51	N OF TIMONIUM ROAD TO S OF PADONIA ROAD	500,000.00	M230	8/20/2014	60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 542	3031007	BA869B51	TC11-BALTO CITY LINE TO TAYLOR AVENUE	51,656.45	L23E	3/31/2015	60-9501-11
MD 45	3025016	BA573B51	TC11-STEVENSON LANE TO TOWSONTOWN BLVD	18,291.02	L24E	4/6/2015	60-9501-11
	000B042	XY304B51	VARIOUS LOCATIONS IN CALVERT COUNTY	1,000,000.00	L250	9/23/2014	RU Resurfacing
MD 2	2591052	CA415B51	COX ROAD TO PONDS WOOD ROAD	(107.00)	Q050	7/22/2014	RU Resurfacing
	000B110	XY404B51	AT VARIOUS LOCATIONS IN CALVERT COUNTY	1,000,000.00	M24E	5/14/2015	RU Resurfacing
	000B090	XY405B51	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	917,717.00	M24E	6/2/2015	RU Resurfacing
	000B090	XY405B51	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	680,000.00	M240	10/21/2014	RU Resurfacing
	000B090	XY405B51	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	237,893.00	H240	10/21/2014	RU Resurfacing
	000A184	XX805B51	VARIOUS LOCATIONS IN CAROLINE COUNTY	(20,738.00)	Q250	6/24/2015	RU Resurfacing
MD 404	3001033	CO555B51	RESURF & SAFETY- MD404 TO MD 16	(16,199.00)	Q050	4/30/2015	RU Resurfacing
MD 404	3001048	CO415E51	TC11-SENNETT RD TO DELAWARE STATE LINE	159,512.74	LZ20	7/17/2014	RU Resurfacing
MD 140	2361019	CL935B51	MD 27 TO MD 97 NORTH, MED WIDEN & RESURF	(9,527.00)	33Q0	3/30/2015	60-9501-11
MD 140	2361019	CL935B51	MD 27 TO MD 97 NORTH, MED WIDEN & RESURF	(9,960.00)	Q210	3/30/2015	60-9501-11
	000B095	XX406B51	AT VARIOUS LOCATIONS IN CARROLL COUNTY	500,000.00	M001	8/19/2014	BMC-60-9501-11
	000B095	XY406B51	AT VARIOUS LOCATIONS IN CARROLL COUNTY	671,404.00	M240	10/14/2014	BMC-60-9501-11
	000B095	XY406B51	AT VARIOUS LOCATIONS IN CARROLL COUNTY	3,000,000.00	M001	10/14/2014	BMC-60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A613	XX106B57	RESURFACE VARIOUS LOC IN CARROLL COUNTY	(26,571.73)	LZ10	7/14/2014	60-9501-11
	000A613	XX106B57	RESURFACE VARIOUS LOC IN CARROLL COUNTY	(2,392.25)	L24E	7/14/2014	60-9501-11
	000A969	XY306B51	VARIOUS LOCATIONS IN CARROLL COUNTY	500,000.00	L050	7/22/2014	60-9501-11
	000B091	XY407B51	AT VARIOUS LOCATIONS IN CECIL COUNTY	1,000,000.00	M0E1	6/24/2015	WILMAPCO 3-3
US 1	1231040	CE289B51	MD273A TO THE PENNSYLVANIA STATE LINE	1,373,875.00	M001	9/22/2014	WILMAPCO 3-3
MD 282	1280009	CE392B51	CECILTON TO MD213-WESTERN CORP TOWN LIM1	21,765.81	M230	9/19/2014	WILMAPCO 3-3
	000B091	XY407B51	AT VARIOUS LOCATIONS IN CECIL COUNTY	300,000.00	M24E	6/24/2015	WILMAPCO 3-3
	000A756	XX207B52	VAR LOCATIONS IN CECIL COUNTY	(1,024,720.52)	M240	11/26/2014	WILMAPCO 3-3
MD 222	2851008	CE394F51	TC13-US 40 TO I-95	117,914.37	M240	8/26/2014	WILMAPCO 3-3
	000B029	XY308B51	VARIOUS LOCATIONS IN CHARLES COUNTY	704,285.00	M240	9/9/2014	3082
	000B111	XY408B51	AT VARIOUS LOCATIONS IN CHARLES COUNTY	1,000,000.00	M24E	6/22/2015	3082
	000B111	XY408B51	AT VARIOUS LOCATIONS IN CHARLES COUNTY	1,000,000.00	M0E1	6/22/2015	3082
US 301	1171056	CH637B51	RESURFACE US 301 FROM MD 6 TO MD 227	(3,656.00)	Q050	7/8/2014	3082
	000A370	XX108B52	STIM-RESURFACE VAR LOC IN CHARLES COUNTY	(329,112.37)	L050	5/15/2015	3082
	000A370	XX108B52	STIM-RESURFACE VAR LOC IN CHARLES COUNTY	(333,395.67)	L240	5/15/2015	3082
	000B103	XY409B51	VARIOUS LOCATIONS IN DORCHESTER COUNTY	500,000.00	M0E1	6/16/2015	RU Resurfacing

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000B103	XY409B51	VARIOUS LOCATIONS IN DORCHESTER COUNTY	500,000.00	M24E	6/16/2015	RU Resurfacing
	000A295	XX109B51	VAR LOCATIONS IN DORCHESTER COUNTY	405.00	Q250	7/18/2014	RU Resurfacing
	000A672	XX110B58	RESURFACE VARIOUS LOC - FREDERICK COUNTY	(188,922.24)	L24R	9/23/2014	3082
	000S922	XX510B51	VARIOUS LOCATIONS IN FREDERICK COUNTY	(96,283.00)	L240	9/17/2014	3082
	000S922	XX510B51	VARIOUS LOCATIONS IN FREDERICK COUNTY	(690,632.69)	H240	9/17/2014	3082
US 15	1051035	FR634B51	TC12-RODDY RD TO STRUC 10182 PED OVERPAS	(408,872.94)	L05E	12/30/2014	3082
US 5	1051036	FR105B51	TC13-MD 26 TO NORTH OF ANGLEBERGER RD	(206,866.48)	L050	4/6/2015	3082
US 15	1051038	FR104B51	SRI-ANGLEBERGER RD TO OWENS CR STR10004	1,592,811.00	M001	7/7/2014	3082
	000A926	XY310B51	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	500,000.00	M240	7/28/2014	3082
	000A305	XX110B57	VARIOUS LOC IN FREDERICK COUNTY	124.00	L240	7/24/2014	3082
	000A926	XY310B51	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	91,280.75	L05E	7/28/2014	3082
	000A672	XX110B58	RESURFACE VARIOUS LOC - FREDERICK COUNTY	(1,456,271.43)	L00E	9/23/2014	3082
	000B051	XY311B51	AT VARIOUS LOCATIONS IN GARRETT COUNTY	1,000,000.00	L250	8/1/2014	RU Resurfacing
	000B051	XY311B51	AT VARIOUS LOCATIONS IN GARRETT COUNTY	500,000.00	M2E2	6/23/2015	RU Resurfacing
	000B051	XY311B51	AT VARIOUS LOCATIONS IN GARRETT COUNTY	465,634.50	M240	3/3/2015	RU Resurfacing

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 219	2011022	GA624B51	RESURF FROM GORTNER RD TO MONTE VISTA RD	(1,878.00)	Q050	8/28/2014	RU Resurfacing
	000B119	XY411B51	AT VARIOUS LOCATIONS IN GARRETT COUNTY	500,000.00	M0E1	5/27/2015	RU Resurfacing
	000B119	XY411B51	AT VARIOUS LOCATIONS IN GARRETT COUNTY	1,000,000.00	M24E	5/27/2015	RU Resurfacing
I-68	0682047	GA325D51	LOWER NEW GERMANY-W OF MD546 BR1101200	1,000,000.00	M0E1	3/12/2015	RU Resurfacing
US 40	1016007	GA371D51	TC12-US40 TO W CORP LIMIT OF GRANTSVILLE	(185,687.20)	M232	2/9/2015	RU Resurfacing
	000A789	XY211B51	VAR LOCATIONS IN GARRETT COUNTY	(78,468.36)	L240	1/13/2015	RU Resurfacing
	000B120	XY312B51	VARIOUS LOC IN HA COUNTY - EAST OF US 1	550,000.00	M24E	6/24/2015	60-9501-11
	000B120	XY312B51	VARIOUS LOC IN HA COUNTY - EAST OF US 1	1,000,000.00	M0E1	6/24/2015	60-9501-11
	000B120	XY312B51	VARIOUS LOC IN HA COUNTY - EAST OF US 1	250,000.00	M0E1	4/15/2015	60-9501-11
US 40	1251059	HA499B51	LONG BAR HARBOR TO SPESUTIA ROAD	2,000,000.00	M001	7/8/2014	60-9501-11
	000A275	XX912B52	VAR LOC WEST OF US 1 IN HARFORD COUNTY	(100,000.00)	L050	8/21/2014	60-9501-11
	000A275	XX912B52	VAR LOC WEST OF US 1 IN HARFORD COUNTY	11,795.39	L240	8/21/2014	60-9501-11
MD 924	2821018	HA388B51	GORDON STREET TO US 1 BUSINESS	25,011.08	L200	4/22/2015	60-9501-11
	000A647	XX912B53	VARIOUS LOC IN HARFORD COUNTY W OF US 1	(28,182.65)	L24R	1/30/2015	60-9501-11
MD 924	2821017	HA387B51	TC11-E MACPHAIL ROAD TO MD 22	32,991.43	L20E	4/30/2015	60-9501-11
MD 23	2781011	HA144B51	RESURFACING MD 23 TO MD 165	(267.00)	33D0	7/22/2014	60-9501-11
I-95	0953200	HO457D51	PG COUNTY LINE TO NORTH OF MD	1,679,903.00	M001	9/23/2014	60-9501-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

			216				
I-95	0953198	HO223B51	TC12-STRUCT-LITTLE PATUXENT RIV TO MD216	(238,118.03)	L01E	3/23/2015	60-9501-11
	000B113	SY413B51	AT VARIOUS LOCATIONS IN HOWARD COUNTY	915,200.00	M0E1	6/29/2015	60-9501-11
	000B113	SY413B51	AT VARIOUS LOCATIONS IN HOWARD COUNTY	915,200.00	L240	6/29/2015	60-9501-11
	000B113	XY413B51	AT VARIOUS LOCATIONS IN HOWARD COUNTY	500,000.00	33D0	5/12/2015	60-9501-11
I-95	0953200	HO457B51	PG COUNTY LINE TO NORTH OF MD 216	1,000,000.00	L01E	7/25/2014	60-9501-11
	000A933	XY313B51	VARIOUS LOCATIONS IN HOWARD COUNTY	1,000,000.00	M24E		60-9501-11
	000A933	XY313B51	VARIOUS LOCATIONS IN HOWARD COUNTY	1,000,000.00	L03E	7/29/2014	60-9501-11
	000A285	XX914B51	RESURF VARIOUS LOC IN KENT COUNTY	(363,612.04)	M232	9/10/2014	RU Resurfacing
MD 97	2451037	MO263F51	TC-DC LINE/MO CO LINE TO MD 390	104,087.04	M23E	3/24/2015	3082
MD 97	2451033	MO575C51	RTC-GLENALLAN AVENUE TO MD 185	(302,131.36)	L23E	11/25/2014	3082
MD 97	2451037	MO263B51	TC-DC LINE/MO CO LINE TO MD 390	1,570,000.00	M230	7/23/2014	3082
MD 355	2471010	MO117B51	BRADLEY LANE TO MD 187	30,501.33	M001	8/4/2014	3082
MD 355	2471007	MO219D51	TC-MD187(OLD GEORGETOWN RD)TO JONES BR R	250,625.35	Q050	8/4/2014	3082
MD 97	2451040	MO159D53	OLD BALTIMORE RD TO QUEEN MARY DR/PR PHI	688,775.00	M0E1	11/12/2014	3082
MD 355	2471007	MO219E51	TC-MD187(OLD GEORGETOWN RD)TO JONES BR R	416,884.47	H050	8/4/2014	3082
MD 97	2451034	MO262B51	TC-MD 185 (CONNECTICUT AVE) TO MD 28	(402,897.72)	M230	5/8/2015	3082

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 124	2331010	MO159B58	MD 28 TO ORCHARD RIDGE DRIVE	2,249,729.00	M0E1	12/15/2014	3082
MD 355	2471007	MO219B51	TC-MD187(OLD GEORGETOWN RD)TO JONES BR R	22,511.00	L05E	8/4/2014	3082
MD 97	P245035	MO112B51	TC11 - EMORY LANE TO OLD BALTIMORE ROAD	(466,158.56)	L24E	4/30/2015	3082
I-270	2707178	MO264B51	TC-I-495 TO .3 MILES SOUTH OF MD 187	(95,747.30)	L01E	4/24/2015	3082
	000B085	XY315B52	VAR LOC IN FAIRLAND SHOP-MO COUNTY	700,000.00	M240	7/22/2014	60-9501-11
MD 355	5113024	MO116B51	TC12-NICHOLSON LANE TO 0.1 MI N OF MD187	203,478.64	L050	7/25/2014	3082
	000A990	XY315B52	VAR LOC IN FAIRLAND SHOP-MO COUNTY	969,464.46	L23E	5/13/2015	60-9501-11
I-495	4952279	MO452B51	TC - SEMINARY ROAD TO US 29	(344,194.95)	L01E	4/22/2015	3082
I-370	3701018	MO974C51	I-270 TO WEST OF MD 355	56,362.00	M230	7/23/2014	3082
MD 185	5007012	MO115H51	TC11-DC LINE TO NORTH OF MD 410	156,976.21	M24E	2/18/2015	3082
MD 320	5073006	MO222C21	D.C. LINE TO MD 193	17,242.00	H770	9/25/2014	3084
MD 320	5073006	MO222B21	D.C. LINE TO MD 193	3,083.00	L230	9/25/2014	3082
MD 355	5113026	MO131B55	TC13-MIDDLEBROOK RD TO MILESTONE MANOR L	1,444,656.00	M001	10/29/2014	3082
MD 355	5113024	MO116D51	TC12-NICHOLSON LANE TO 0.1 MI N OF MD187	(203,478.64)	L050	7/28/2014	3082
MD 355	5113024	MO116F51	TC12-NICHOLSON LANE TO 0.1 MI N OF MD187	203,478.64	H050	7/28/2014	3082
MD 28	5010014	MO131B52	TC125-MAPLE AVE TO STRUCT 15092 ROCK CRK	62,422.28	M0E1	6/24/2015	3082
MD 410	5008026	MO261B51	TC-PARK AVE TO MD650 (NEW HAMPSHIRE AVE)	212,390.93	M23E	3/31/2015	3082
MD 410	5008028	MO974B53	CAREY LANE TO FENTON STREET	500,000.00	M0E1	5/20/2015	3082
MD 410	5008029	MO159D51	MD 355 TO MD 185	518,881.00	M0E1	3/12/2015	3082

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 193	5018026	MO293D51	STIM-MD 586 (VEIRS MILL RD) TO ARCOLA AV	46,305.00	M002	1/6/2015	3082
MD 185	5007012	MO115B51	TC11-DC LINE TO NORTH OF MD 410	72,186.40	M24E	5/27/2015	3082
MD 214	2541010	PG590C51	STIM-CINDY LANE TO BRIGHTSEAT ROAD	276.34	L05E	10/24/2014	3082
MD 214	2541010	PG590D51	STIM-CINDY LANE TO BRIGHTSEAT ROAD	69,352.42	L050	10/24/2014	3082
US 1	2511067	PG936B51	TC-ALBION RD TO STRUC 16004 PAINT BRANCH	590,038.37	M23E	4/9/2015	3082
US 1	2511067	PG936E51	TC-ALBION RD TO STRUC 16004 PAINT BRANCH	160,009.61	33C0	11/24/2014	3082
I-95	0953187	PG537B51	RTC-MD 5 (BRANCH AVE) TO D'ARCY ROAD	(757,554.79)	L01E	4/15/2015	3082
I-95	0953195	PG540B51	TC11-D'ARCY ROAD TO ARENA DRIVE	30,603.14	L01E	9/9/2014	3082
I-95	0953195	PG540F51	TC11-D'ARCY ROAD TO ARENA DRIVE	503,712.00	M23E	10/28/2014	3082
I-95	0953195	PG540E51	TC11-D'ARCY ROAD TO ARENA DRIVE	(503,712.00)	Q010	10/28/2014	3082
I-95	0953199	PG539B51	GLENARDEN PARKWAY TO US 50	295,856.38	Q010	5/14/2015	3082
MD 5	1211034	PG979D55	MD 223 TO SOUTH OF I-95	2,000,000.00	M0E1	3/10/2015	3082
	1301156	PG118B51	TC11-DC LINE TO OUTER CORP LIMIT-CHEVERL	(82,813.22)	L050	4/15/2015	3082
US 301	1171077	PG786B55	MD 5 TO WESTWOOD DRIVE	4,568,412.00	M0E1	12/10/2014	3082
US 301	1171078	PG905B51	OLD CRAIN HIGHWAY TO RR 529576U	1,000,000.00	M001	8/5/2014	3082
MD 212	5067016	PG786H54	TC13-PLEASANT ACRES DRIVE TO I-95	624,506.21	M23E	2/5/2015	3082
MD 450	5023024	PG076D58	65TH AVENUE TO 85TH AVENUE	1,000,000.00	L23R	9/16/2014	3082
MD 450	5023024	PG076B58	65TH AVENUE TO 85TH AVENUE	1,910,974.00	M23E	6/23/2015	3082
I-595	5951008	PG129B51	SOUTH OF LOTTS VISTA RD TO AA COUNTY	1,000,000.00	M0E1	5/20/2015	3082
MD 212	5067016	PG786F54	TC13-PLEASANT ACRES DRIVE TO I-95	540,904.84	L23R	11/5/2014	3082

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 201	5019026	PG979B56	TC13-GOOD LUCK ROAD TO I-95	46,343.44	M001	8/26/2014	3082
MD 214	5114014	PG898D51	TC12-MD 193 TO SOUTH OF DEVONWOOD DRIVE	458,018.00	M230	8/5/2014	3082
MD 410	5008024	PG752B51	RTC-MD212 (RIGGS RD)TO MD 500	(414,727.58)	L00E	8/28/2014	3082
MD 410	5008027	PG904G51	TC11 - MD 650 TO MD 212	188,088.20	L230	7/29/2014	3082
MD 450	5023022	PG939F51	TC - 54ST STREET TO 65TH AVENUE	100,541.13	L230	1/13/2015	3082
MD 193	5018028	PG892H51	TC11-RHODE ISLAND AVENUE TO SOUTH WAY	5,604.23	M24E	2/11/2015	3082
MD 430	5018031	PG076B56	US 1 TO MD 193	858,930.00	M23E	12/15/2014	3082
MD 193	5018032	PG076B51	CAMPUS DRIVE TO US 1	500,000.00	M0E1	4/17/2015	3082
MD 201	5019025	PG937D51	TC11-LAWRENCE ST TO MD 450(ANNAPOLIS RD)	101,196.78	M230	8/19/2014	3082
US 50	1301170	QA486B51	US 301 TO 0.5 MILES WEST OF MD 404	1,000,000.00	M001	9/9/2014	RU Resurfacing
MD 213	000A707	QA487B51	ADA RAMPS ON MD 213 AND MD 303	80,264.78	L20E	5/27/2015	RU Resurfacing
	000B030	XY318B51	VARIOUS LOCATIONS IN ST MARY'S COUNTY	1,345,895.00	M240	9/24/2014	RU Resurfacing
	000B112	XY418B51	AT VARIOUS LOCATIONS IN ST MARY'S COUNTY	1,000,000.00	M24E	5/27/2015	RU Resurfacing
	000B112	XY418B51	AT VARIOUS LOCATIONS IN ST MARY'S COUNTY	500,000.00	M0E1	5/27/2015	RU Resurfacing
	000A785	XY218B51	VAR LOCATIONS IN ST MARY'S COUNTY	371,640.17	LZ10	7/15/2014	RU Resurfacing
US 13	1291055	SO441B51	MD920D TO OLD COSTEN POCOMOKE ROAD	(94,310.04)	M001	3/23/2015	RU Resurfacing
	000A907	XY319B51	VARIOUS LOCATIONS IN SOMERSET COUNTY	700,000.00	M240	7/22/2014	RU Resurfacing
US 50	1301171	TA446D51	SCHWANINGER RD TO 1.5 M E OF BARBER RD	3,416,777.00	M002	12/1/2014	RU Resurfacing

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000B104	XY420B51	AT VARIOUS LOCATIONS IN TALBOT COUNTY	1,000,000.00	M24E	5/28/2015	RU Resurfacing
	000B104	XY420B51	AT VARIOUS LOCATIONS IN TALBOT COUNTY	500,000.00	M0E1	5/28/2015	RU Resurfacing
US 50	1301152	TA484B51	TC11-IDLEWILD ROAD TO SCHWANINGER ROAD	(13,305.49)	L05E	1/13/2015	RU Resurfacing
US 50	1301155	TA469C51	TC11-BARBER RD TO CHOPTANK RIVER BRIDGE	(165,608.82)	L05E	11/25/2014	RU Resurfacing
	000A974	XY321B51	VARIOUS LOCATIONS IN WASHINGTON COUNTY	1,712,994.00	L250	7/24/2014	W2014-04
I-70	0701255	WA247D51	E OF BOYD RD TO W OF LITTLE CONOCOHEAGUE	154,028.00	M001	7/21/2014	W2014-04
I-70	0701257	WA260D51	.75 MI E OF MD 615 TO .28 MI E OF MD 56	200,000.00	M0E1	4/15/2015	W2014-04
	000B098	XY421B51	AT VARIOUS LOCATIONS IN WASHINGTON CO	809,845.00	M001	10/29/2014	W2014-04
MD 550	1063016	WA429C51	TC13-FREDERICK COUNTY LINE TO MD 491	69,511.16	LZ2E	7/17/2014	W2014-04
	000B098	XY421B51	AT VARIOUS LOCATIONS IN WASHINGTON CO	700,000.00	M001	7/22/2014	W2014-04
	000B054	XY322B55	Grind, Patch and Resurface Roadway Pavements at Various Locations in Wicomico County - Constr.	500,000.00	L240	9/18/2014	RU Resurfacing
	P00B054	XY322B52	VARIOUS LOCATIONS IN WICOMICO COUNTY	1,000,000.00	L240	7/7/2014	SWMPO 8-3
US 50	1301162	WI317C51	VICINITY OF NAYLOR MILL ROAD	27,753.11	H050	8/4/2014	SWMPO 8-3
US 50	1301165	WI231B51	TC12-NANTICOKE RIVER TO WALLERTOWN ROAD	(49,858.72)	L050	11/25/2014	SWMPO 8-3
	000A715	XY222B51	VARIOUS LOCATIONS IN WICOMICO COUNTY	13,456.18	L24E	3/10/2015	SWMPO 8-3

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 50	3161027	WI686B51	RESURFACING US 50 TO EAST MAIN STREET	(227.00)	Q050	7/22/2014	SWMPO 8-3
	000B055	XY322B55	Grind, Patch and Resurface Roadway Pavements at Various Locations in Worcester County - Constr.	324,777.00	M240	9/18/2014	RU Resurfacing
	000B106	XY423B51	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	1,000,000.00	M24E	5/27/2015	RU Resurfacing
	000B106	XY423B51	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	500,000.00	M0E1	5/27/2015	RU Resurfacing
US 50	3301013	WO226B51	TC12-MD 818 TO WICOMICO COUNTY LINE	(316,447.92)	L05E	8/28/2014	RU Resurfacing
	000A982	XY231B53	TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	(134,909.00)	L05E	1/13/2015	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000A982	XY231B53	TC94-THINLINE THERMOPLASTIC-VAR LOC D1,2	(382,642.98)	M240	1/13/2015	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000B034	XY233B57	AT VARIOUS LOCATIONS IN DISTRICT 7	500,000.00	LS3E	8/5/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000B049	XY228B53	AT VARIOUS LOCATIONS IN DISTRICT 3	739,655.00	M001	10/29/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000A989	XY315B51	VAR LOC IN GAITHERSBURG SHOP IN MO CO	2,000,000.00	M23E	11/12/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000B049	XY228B53	AT VARIOUS LOCATIONS IN DISTRICT 3	400,000.00	H240	10/29/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000B049	XY228B53	AT VARIOUS LOCATIONS IN DISTRICT 3	167,692.47	LZ20	8/5/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
P00B034	XY233B57	AT VARIOUS LOCATIONS IN DISTRICT 7	385,358.81	LS3E	9/15/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000S921	XX506B51	VARIOUS LOC IN CARROLL & FREDERICK CO	18,055.00	L24R	2/25/2015	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000S921	XX506B51	VARIOUS LOC IN CARROLL & FREDERICK CO	58,519.08	H240	2/25/2015	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000B093	XY241B57	VARIOUS LOCATIONS IN CL, FR, HO COUNTIES	1,000,000.00	M001	11/14/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000B059	XY236B52	VARIOUS LOCATIONS IN DISTRICTS 3 AND 5	1,500,000.00	MS30	9/15/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000B093	XY241B57	VARIOUS LOCATIONS IN CL, FR, HO COUNTIES	55,992.00	M24E	11/14/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000B058	XY236B51	VARIOUS LOCATIONS IN DISTRICTS 4 AND 7	1,500,000.00	MS30	9/15/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
000A821	XY225B57	TRAFFIC BARRIER UPGRADES IN DISTRICT 7	343,876.68	LS3E	8/4/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3082; WILMAPCO 3-3
000A813	XY226B53	TRAFFIC BARRIER UPGRADES IN DIST 3	131,862.67	LS30	4/24/2015	BRTB 60-9501- 11; CAMPO 09- 5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000A809	XX226B56	INSTALL/UPGR TRAFFIC BARRIER- VAR LOC D-6	(230,000.00)	M240	9/25/2014	BRTB 60-9501- 11; CAMPO 09- 5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000A809	XY226B56	INSTALL/UPGR TRAFFIC BARRIER- VAR LOC D-6	(23,039.12)	M240	4/30/2015	BRTB 60-9501- 11; CAMPO 09- 5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000A782	XX627B51	SEALING JOINTS/CRACKS VAR LOC IN MO CO	(62,713.00)	L23E	12/30/2014	BRTB 60-9501- 11; CAMPO 09- 5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	
000A800	XY227B55	CONCRETE PAVEMENT REPAIRS-VAR LOC IN D-5	170,545.50	L24E	4/6/2015	BRTB 60-9501- 11; CAMPO 09- 5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A614	XX124B56	RESURFACE VARIOUS LOCATIONS IN DIST 2	(230,507.66)	Q240	11/12/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000A674	XX729B51	JOINT/CRACK SEAL VAR LOC IN CA,CH,SM CO.	13,629.89	M240	7/8/2014	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
	000A684	XY227B54	ADA COMPLIANCE AT VAR LOC IN DIST 4	10,200.33	L24R	1/26/2015	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
Total:				\$109,356,064.63			

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

I-83	0832220	BA956B51	IMPROVEMENTS TO PARKTON WEIGH STATION	160,166.10	M0E1	4/6/2015	60-9508-19
I-83	0832220	BA956C51	IMPROVEMENTS TO PARKTON WEIGH STATION	807,510.00	L01R	7/7/2014	60-9508-19
	000A799	AX976B52	TRAILERS @ PARKTON WEIGH ST & I95/495 PK	(27,564.54)	L05E	8/4/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 4	2591078	AA438B51	AT LOWER PINDELL ROAD	256,746.93	L050	7/16/2014	60-9508-19
MD 2	2571017	AA269B51	MD2 AT OWENSVILLE SUDLEY ROAD	1,000,000.00	L250	5/14/2015	60-9508-19
MD 2	2571016	AA492C51	SRI - AT MD 255 (OWENSVILLE ROAD)	7,893.60	LS2R	10/21/2014	60-9508-19
MD 2	2571016	AA492B51	SRI - AT MD 255 (OWENSVILLE ROAD)	2,522.52	LS2R	5/27/2015	60-9508-19
MD 2	1189010	AA491F51	AT MD 256 (DEALE ROAD)	1,000,000.00	M2E2	2/3/2015	60-9508-19
MD 2	1189008	AA493F51	TC-JEWELL RD/MD 423 (FAIRHAVEN ROAD)	400,084.00	M24E	2/5/2015	60-9508-19
MD 2	1189010	AA491D51	AT MD 256 (DEALE ROAD)	141,500.00	L030	9/16/2014	60-9508-19
MD 45	1131016	BA643B51	CORBETT ROAD TO GIFFORD ROAD	500,000.00	M2E2	4/17/2015	60-9508-19
MD 97	2391005	CL236B51	TC125-AT RELOCATED STONE ROAD	28,463.13	LS2E	11/4/2014	60-9508-19
MD 781	9001002	CE345C51	US 40 TO SUBURBAN DRIVE	58,188.64	M23E	3/12/2015	WILMAPCO 3-4
US 15	1051034	FR601D51	CATOCTIN MOUNTAIN HWY AT MOUNTVILLE RD	145,197.91	3150	8/26/2014	3084
MD 20	1284007	KE296B51	TC 13 - CHESTERTOWN ROAD AT MD 291	66,846.61	M400	12/18/2014	RU Safety and Spot
MD 450	5023023	PG082B51	AT PUBLIC WORKS ROAD	266,975.00	M001	8/18/2014	3084
US 50	2951008	QA206D51	TC12-AT US 50	13,445.43	M232	11/5/2014	RU Safety/Spot
US 13	3171022	WI233D51	AT SOUTH DIVISION STREET	1,000,000.00	M0E1	2/23/2015	SWMPO 7-2
MD 349	3181007	WI362D51	TC11-US 50 TO NORTH OF CULVER ROAD	(391,309.54)	L20E	8/19/2014	SWMPO 7-2
MD 10	3003009	AA157B51	MD 177 TO MD 695	92,471.00	MS30	3/3/2015	60-9508-19
I-695	6956361	BA090B21	TC35-I895 TO I-95	300,000.00	L05E	12/12/2014	60-9508-19
I-695	6956372	BA090D51	I895 TO I-95	1,000,000.00	M0E1	3/12/2015	60-9508-19
I-795	7951026	BA796B51	OWINGS MILLS METRO STATION TO MD140	(46,558.31)	L01E	4/15/2015	60-9508-19
I-83	0832225	BA034B51	AT VARIOUS LOCATIONS ON I-83-MPO.1-3.03	640,824.00	MS30	8/27/2014	60-9508-19

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 140	2361037	CL207B51	TC13-MD 91 (GAMBER RD) TO MARKET STREET	(96,318.98)	MS31	5/8/2015	BMC 60-9508-19
US 301	1171072	CH218B51	MITCHELL RD TO BILLINGSLEY RD	34,326.84	L05E	1/13/2015	3084
MD 5	2651035	CH219E51	TC11 - RENNER RD TO GALLANT GREEN RD	3,997.00	Q050	9/4/2014	3084
MD 5	2651035	CH219D51	TC11 - RENNER RD TO GALLANT GREEN RD	15,363.95	L050	9/4/2014	3084
MD 5	2651035	CH219B51	TC11 - RENNER RD TO GALLANT GREEN RD	(1,251.00)	L24E	9/4/2014	3084
I-68	0682048	GA198B51	E OF OLD MORGANTOWN RD-W OF SHADE HOLLOW	500,000.00	MS30	3/24/2015	RU Environmental
I-68	0682048	GA198B5	E OF OLD MORGANTOWN RD-W OF SHADE HOLLOW	943,206.48	LS20	6/23/2015	RU Environmental
	2707177	MO105B51	RTC-TRAF BARRIER ALONG I-270 AND I-270Y	(309,618.08)	L01E	5/21/2015	3084
MD 5	1211029	PG908B51	ALONG US 301	2,534.14	L05E	3/18/2015	3084
US 50	1301151	PG348B51	ALONG I-595 (US 50)	(70,975.47)	L05E	5/21/2015	3084
US 301	000A711	AX679C53	AT VARIOUS LOCATIONS IN DISTRICT 5	(162,089.61)	L05E	8/12/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
US 301	000A711	AX679B53	AT VARIOUS LOCATIONS IN DISTRICT 5	(181,327.39)	L24E	8/12/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A749	AX250B51	AT VARIOUS LOCATIONS IN DISTRICT 1	(647,390.69)	L24E	2/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
US 40	000B117	AX031B51	BETHANY LA/TYSON RD,JOHNNCAKE RD/COLERID	760,436.00	MS30	9/22/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A712	AX253C51	TRAFFIC BARRIER IMPROVEMENTS IN DIST 4	(1,103.55)	LS3E	11/3/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A749	AX250B51	AT VARIOUS LOCATIONS IN DISTRICT 1	(916,523.93)	33D0	2/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 228	P388002	AT993C52	TC12-MD210 TO MARSH HAWK DRIVE	(89,028.56)	M001	3/24/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	1301150	AX997B51	TRAFF BARR PG LINE TO SEVERN RIVER	(81,908.99)	L05E	1/13/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A749	AX250C51	AT VARIOUS LOCATIONS IN DISTRICT 1	(500,000.00)	M240	2/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A712	AX253B51	TRAFFIC BARRIER IMPROVEMENTS IN DIST 4	(2,081.11)	LS30	11/3/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A384	AX707B21	STIM-UPGRADE TRAF BARRIER/MEDIAN IN D-2	(139,695.35)	L240	3/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 808	1089001	CL215C51	HOOD STREET TO STATION CIRCLE	70,098.62	M240	2/11/2015	60-9508-19
	000A801	XX128B51	ADA COMPLIANCE PROGRAM - DISTRICT 1	6,983.86	LS3E	8/26/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A975	XY234B51	AT VARIOUS LOCATIONS IN DISTRICT 2	28,506.00	M240	8/21/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000B053	XX128B52	ADA COMPLIANCE PROGRAM - DISTRICT 1	1,767,190.00	LS3R	6/16/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 135	2061023	AL424B22	RTC-GARRETT COUNTY LINE TO MP 0.65	(1,068,506.31)	L250	4/15/2015	09-4
	MD11007	PG787B51	ONE MILE BEFORE MD 223	(32,000.00)	ER80	12/17/2014	
MD 4	2591070	AA268B21	SOUTHERN MARYLAND BLVD AT TALBOT ROAD	(337,845.48)	L05E	2/25/2015	60-9508-19
MD 710	3008003	AA208D51	TC11 - MD 710 AT VEIP ENTRANCE	5,202.91	33C0	11/5/2014	60-9508-19
US 40	1251041	BA404B51	INTERSEC OF PULASKI HWY & MIDDLE RIV RD	51,883.94	L230	11/24/2014	60-9508-19
MD 147	3033008	BA146B21	HARFORD ROAD AT JOPPA ROAD	20,728.00	L23E	9/4/2014	60-9508-19
I-695	6956353	BA521C51	PERRING PKWY, PROVIDENCE RD, I-795	266,622.00	L01R	7/7/2014	60-9508-19
MD 7	3217015	BA944C31	PHILADELPHIA ROAD AT HOSPITAL DRIVE	14,262.00	Q230	7/1/2014	60-9508-19
MD 147	3033008	BA146C21	HARFORD ROAD AT JOPPA ROAD	192,912.00	L00E	9/4/2014	60-9508-19
MD 2	1189009	CA382B51	AT MOUNT HARMONY ROAD	500,000.00	MS30	8/7/2014	RU Safety/Spot
MD 2	1189009	CA382B51	AT MOUNT HARMONY ROAD	469,729.22	33A0	5/12/2015	RU Safety/Spot
MD 140	2361041	CL213B51	MD 140 AT PLEASANT VALLEY ROAD	2,741,727.00	M0E1	6/23/2015	BMC 60-9508-19
MD 273	2881009	CE385C21	TELEGRAPH ROAD AT MD 213	70,809.00	L400	9/18/2014	WILMAPCO 3-4
MD 273	2881010	CE387B51	TELEGRAPH ROAD AT APPLETON ROAD	500,000.00	M400	4/10/2015	WILMAPCO 3-4
MD 273	2881007	CE387B21	TELEGRAPH ROAD AT APPLETON ROAD	120,000.00	M400	6/24/2015	WILMAPCO 3-4
MD 273	2881006	CE386B21	TELEGRAPH ROAD AT BLUE BALL ROAD	404,460.00	LS20	10/28/2014	WILMAPCO 3-4
MD 135	2061015	GA596B51	TRUCK ESCAPE RAMPS ON MD 135	6,340.00	Q240	7/23/2014	RU Safety/Spot
US 40	1251058	HA107B51	TC56-MD132-W BELAIR AVE TO ROBINSON AVE	125,523.96	M2E1	6/19/2015	60-9508-19

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 40	1251058	HA107C51	TC56-MD132-W BELAIR AVE TO ROBINSON AVE	94,227.01	M2E1	1/28/2015	60-9508-19
MD 543	1249006	HA351F51	TC13-NB OFF RAMP AT MD543 - RIVERSIDE PKW	32,248.72	LS3E	9/8/2014	BMC # 60-9508-19
MD 185	5007007	MO223B21	WASHINGTON STREET TO SAUL ROAD	(93,166.00)	L230	9/19/2014	3084
MD 586	5011024	MO835B21	TC125-VIERS MILL ROAD AT FERRARA AVENUE	75,929.46	L230	9/18/2014	3082
MD 586	5011024	MO835E21	TC125-VIERS MILL ROAD AT FERRARA AVENUE	27,540.54	Q230	9/18/2014	3082
MD 223	5030010	PG629F51	TC-MD 223 @ ROSARYVILLE ROAD-ROUNDABOUT	358,286.00	MS30	6/24/2015	3084
MD 704	5025012	PG699D51	TC125-DC LINE TO HILL ROAD	1,000,000.00	M230	8/26/2014	3084
MD 223	5030010	PG629B51	TC-MD 223 @ ROSARYVILLE ROAD-ROUNDABOUT	204,669.00	LS30	6/24/2015	3084
MD 704	5025012	PG699F51	TC125-DC LINE TO HILL ROAD	1,195,945.68	M23E	1/23/2015	3084
I-495	0953186	PG413D53	I-495/I-95 INNER LOOP-MD 5 FLYOVER RAMP	31,150.50	3150	10/28/2014	3084
US 1	2511071	PG593F51	AT MD 410 (EAST/WEST HIGHWAY)	49,884.24	M23E	11/10/2014	3084
MD 197	5094008	PG365B51	TC11-SB MD295 RAMP TO BROCK BRIDGE ROAD	108,556.91	M23E	5/12/2015	3084
MD 4	2591077	SM216B21	MD 235 TO PATUXENT BOULEVARD	(53,277.60)	56C0	5/8/2015	RU Safety/Spot
MD 4	2591082	SM216B51	SRI - MD235 TO PATUXENT BOULEVARD	1,000,000.00	M2E1	5/12/2015	RU Safety/Spot
	000A864	WA377D51	TC11-VARIOUS LOC IN WASHINGTON COUNTY	283,735.80	LZ20	7/17/2014	W2014-05
MD 66	1066009	WA352B51	SRI-BENEVOLA CHURCH TO LITTLE BEAVER CK	89,804.59	MS30	11/14/2014	W2014-05
I-81	0701252	WA402D51	TC11-AT I-70 INTERCHANGE (PHASE 2)	(68,936.81)	L020	3/31/2015	W2014-05

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 50	1301154	WI309B21	OCEAN GATEWAY AT WALSTON SWITCH ROAD	7,300.13	L20E	7/18/2014	SWMPO 7-2
	000B100	XY157B51	VAR LOCATIONS IN DISTRICTS 1 AND 2	309,413.00	MS30	8/13/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000B094	XY158B51	VARIOUS LOC IN DISTRICTS 3,4,5,6 & 7	1,541,519.00	MS30	5/27/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A932	XX305B56	LIQ THERMOPLASTIC PAVEMENT-DISTRICT 6	1,200,000.00	LS3R	9/15/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A634	XX639B57	INSTALL RUMBLE STRIPS AT VAR LOC IN D-7	(317,992.99)	LS20	9/24/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000B101	AX043BF51	AT VARIOUS LOCATIONS - D3 - FRICTION IMP	204,629.77	HZ10	10/29/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A754	AX941B51	TC11-FRICTION IMPROVEMENTS IN DISTRICT 3	(151,899.17)	LS3E	11/3/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000B101	AX043B51	AT VARIOUS LOCATIONS - D3 - FRICTION IMP	911,900.25	M24E	6/22/2015		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A747	XX665B51	AT VARIOUS LOCATIONS IN DISTRICT 1	1,000,000.00	M240	7/25/2014		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000B101	AX043D51	AT VARIOUS LOCATIONS - D3 - FRICTION IMP	159,590.00	M001	8/27/2014		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A520	AX806B51	STIM-RR CROSSING MD298,MD302,MD308	(2,123.00)	C240	8/12/2014		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000B092	XY148B51	AT VARIOUS LOCATIONS IN BA/HA COUNTIES	1,500,000.00	M240	8/15/2014		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000B100	XY157B51	VAR LOCATIONS IN DISTRICTS 1 AND 2	500,000.00	LS30	8/5/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	0003362	AX902B14	ROAD SAFETY AUDIT PROGRAM ADMINISTRATION	225,000.00	MS30	9/16/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000B101	AX043B51	AT VARIOUS LOCATIONS - D3 - FRICTION IMP	600,000.00	L240	11/14/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A767	XX438B52	INST RPMS/REPL DAMAGED REFLECTORS IN D-2	(600,781.00)	LS3R	9/24/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 139	3023006	BA382D51	MD 139 AT BELLONA AVE SIDEWALK BREAKOUT	38,576.55	33C0	11/3/2014	60-9508-19
	000A822	AT362B21	TC70 - SIDEWALK RETROFIT PROGRAM	120,000.00	L240	6/22/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A902	AT093B21	TC35 - SIDEWALK RETROFIT PROGRAM	1,000,000.00	M24E	12/23/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 450	3361002	AA801B51	TC13-SEVERN RIVER/NAVAL ACADEMY BR LIGHT	25,663.27	M001	5/11/2015	60-9310-13
MD 695	6956373	BA757B52	CHESACO AVENUE TO COVE ROAD	3,000,000.00	M0E1	6/24/2015	60-9508-19
I-95	0953191	HO242D51	I-95, MD 100 AND MD 175	220,264.23	M0E1	2/5/2015	60-9508-19
I-270	2707180	MO123B51	GUDE DRIVE SOUTH TO N OF MD 28	44,955.41	L01E	5/4/2015	3084
MD 191	5034001	MO526C32	MD 191 AT ARLINGTON ROAD	(138,311.00)	LZ10	7/2/2014	A-27-6
US 29	1091067	MO547B51	GEORGIA AVE/MD384 TO SLIGO CREEK PKY	31,419.20	L05E	5/4/2015	3085
US 29	2451032	MO216B51	STIM-US 29-MD 410 TO WAYNE AVENUE	119,387.05	M0E1	4/6/2015	3084
	1301164	QA210B51	TC12-E OF MD 8 TO W OF US50/301 SPLIT	22,880.00	3150	12/18/2014	RU Safety/Spot
	000A477	AX780B21	85PE CPD TCD STUDY REVIEW	(70,516.79)	L050	5/4/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	P00B080	XY151B51	APC/CPS IN DISTRICT 3,4 AND 5	500,000.00	33D0	6/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A433	XX355B51	STIM-VIDEO DETECTION IN DIST 3, 6 AND 7	(20,137.31)	C200	12/17/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-4
000A705	XX663B51	OVERHEAD SIGN STRUC,HIGH MAST LIGHT STRU	(9,682.53)	L05E	5/15/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A445	XX357B51	STIM-INSTALL SIGN LIGHTING SYSTEM-STWD	(164,317.42)	C240		BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A958	XY131B51	SIGNALS IN DISTRICT 1 AND 2	195,554.18	L240	2/3/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A385	XX352B51	STIM-VAR LOCATIONS ON I-95,495,695,I-270	(221,240.44)	C240	2/9/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A705	XX663B51	OVERHEAD SIGN STRUC,HIGH MAST LIGHT STRU	(55,383.91)	L24E	5/15/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A971	XY134B51	SIGNING IN DISTRICTS 6 AND 7	200,000.00	M001	11/20/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A978	XX525B51	AT VARIOUS LOCATIONS IN DISTRICT 3,4 & 5	1,000,000.00	M24E	11/14/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
P00A212	AX142B51	MOD/INST TRAF CONTROL DEVICES IN D-6,7	1,075.60	L240	3/31/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
H00A239	XX339B51	INST UPS AT SIGNALIZED INTERSEC-D 3,6,7	(180,102.94)	L050	3/31/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A978	XX525B51	AT VARIOUS LOCATIONS IN DISTRICT 3,4 & 5	535,896.35	M0E1	11/14/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A376	XX347B51	INSTALL/RECONSTRUCT TRAF SIGNALS-D-3,4,5	(11,196.26)	M240	6/16/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3084; WILMAPCO 3-4
I-95	000S137	AW336D51	VMS/TAR DEMO PROJ-I-495 & MD 450	(3,063.00)	0470	8/19/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000S793	XX116B54	INSTALL & REPL DAMAGED RPM'S-DISTRICT 4	(15,673.00)	Q240	8/19/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A477	AX780B21	85PE CPD TCD STUDY REVIEW	3,366.96	L24R	5/4/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000S694	XX101B54	INSTALL & UPGRADE RPM'S - DISTRICT 4	(19,772.00)	Q360	8/12/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000S440	AW935C2B	SIGNING DESIGN STWDE-FY 96	(186,292.00)	L030	4/15/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A958	XY131B51	SIGNALS IN DISTRICT 1 AND 2	70,188.68	M232	12/15/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A978	XX525B51	AT VARIOUS LOCATIONS IN DISTRICT 3,4 & 5	39,944.65	H050	10/14/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A478	AX781B21	85PE CPD CONSULTANT PE	(264,187.00)	L240	6/9/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A478	AX781B21	85PE CPD CONSULTANT PE	(71,945.00)	L050	6/9/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A978	XX525B51	AT VARIOUS LOCATIONS IN DISTRICT 3,4 & 5	350,000.00	L05E	10/21/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A226	XX343B51	REP/REPL OH SIGN,HIGH MAST LIGHT, SIG ST	(676.21)	33D0	7/28/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3084; WILMAPCO 3-4
000A207	AT936B51	MOD/INST TRAFFIC DEVICES IN DIST 4 AND 5	(323,673.56)	L240	9/23/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A207	AT936B51	MOD/INST TRAFFIC DEVICES IN DIST 4 AND 5	(84,079.00)	L050	9/23/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A077	AT772B51	D-4 MOD/INST SIGNING & PAVEMENT MARKINGS	(14,120.00)	Q240	9/10/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A019	AT604C51	SIGNALS IN DISTRICTS 3,4,5 AND 7	(1,088.46)	H240	9/17/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A748	XX661B51	SIGNALS IN DISTRICTS 1 AND 2	280,930.00	L25E	8/5/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A376	XX347B51	INSTALL/RECONSTRUCT TRAF SIGNALS-D-3,4,5	(31,221.93)	L24E	6/16/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000B079	AT051C51	AUTOMATIC TRAFFIC RECORDS STWD	302,546.20	M240	9/9/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A239	XX339B51	INST UPS AT SIGNALIZED INTERSEC-D 3,6,7	213,318.30	L24E	3/31/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A761	XX652B51	LIGHTING IN DISTRICT 5	493,141.90	33D0	12/1/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A761	XX652B51	LIGHTING IN DISTRICT 5	680,896.10	M24E	1/13/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A763	XX660B51	LIGHTING IN DISTRICTS 1 AND 2	492,932.00	M24E	12/23/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3084; WILMAPCO 3-4
000B079	AT051B51	AUTOMATIC TRAFFIC RECORDS STWD	46,970.20	M001	9/9/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A920	XY139B51	AT VARIOUS LOCATIONS IN DISTRICT 5	300,000.00	L05E	1/6/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A376	XX347B51	INSTALL/RECONSTRUCT TRAF SIGNALS-D-3,4,5	(267,623.58)	L05E	6/16/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A375	XX351B51	SIGNAL/RECONSTRUCTS IN D-3	(7,315.44)	C240	2/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
0003207	AT423B51	EXISTING ASC II TO ASC III CONTROLLERS	(1,040.00)	H240	9/24/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A348	AX572C21	D-6 TRAF COUNTS/VOLUME DATA COLLECTION	(4,589.00)	Q030	8/19/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A318	XX415B51	MOD/INSTALL LIGHTING IN DISTRICT 4 & 5	(487,779.13)	L240	5/29/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000B080	XY151B51	APC/CPS IN DISTRICT 3,4 AND 5	2,500,000.00	M0E2	6/23/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A920	XY139B51	AT VARIOUS LOCATIONS IN DISTRICT 5	500,000.00	M24E	1/6/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A915	XY132B51	SIGNALS IN DISTRICT 3	500,000.00	M001	9/24/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A915	XY132B51	SIGNALS IN DISTRICT 3	300,000.00	L05E	3/25/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3084; WILMAPCO 3-4
	000A896	XY128B51	INST/MOD/RECONSTRUCT UPS/TRAF SIG-DIST 3	100,000.00	M23E	4/14/2015	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A836	XY125B51	TRAFFIC CONTROL DEVICES IN DISTRICT 4	608,607.00	M230	10/14/2014	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A731	AX243B27	D-7 TRANSP SAFETY PLANNING/ENGINEERING	(360,781.16)	LS3E	3/31/2015	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	1191029	AA278B21	AT EARLEIGH HEIGHTS ROAD	(508,645.13)	LS3E	2/25/2015	60-9508-19
MD 2	1191033	AA278B51	SRI - AT EARLEIGH HEIGHTS ROAD/MAGOTHY	241,984.00	M001	11/20/2014	60-9508-19
MD 26	3410142	BA612B51	TC11-LIBERTY RD INTERS-WARDS CHAPEL ROAD	(23,212.40)	L24E	1/30/2015	60-9508-19
MD 166	3013008	BA136B51	TC11-I-195 SOUTHWEST PARK AND RIDE	(176,144.14)	L23E	5/29/2015	60-9508-19
MD 45	3021006	BA403B51	INTERSECTION OF YORK RD & PADONIA RD	926.00	H230	7/8/2014	60-9508-19
MD 146	1240005	BA772B51	MD 146 AT MD 145 (PAPER MILL ROAD)	2,178,853.00	M230	9/9/2014	60-9508-19
MD 30	1071014	BA616B31	TC11-AT MD 91	(354,020.42)	L05E	11/26/2014	60-9508-19

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 30	1071016	BA616B51	TC11-AT MD 91	46,086.00	L05E	7/22/2014	60-9508-19
MD 146	1240003	BA772B31	MD 146 AT MD 145 (PAPER MILL ROAD)	258,409.00	L23E	4/6/2015	60-9508-19
MD 146	2340005	BA772B51	MD 146 AT MD 145 (PAPER MILL ROAD)	116,034.92	M23E	2/11/2015	60-9508-19
MD 146	2791008	BA402B51	RI - INTERSEC WITH JARRETTSVILLE PIKE	(959.00)	Q240	5/8/2015	A-32-2
MD 140	2361030	CL438B51	BALTIMORE BLVD AT GORSUCH ROAD	19,868.00	L05E	7/22/2014	60-9508-19
MD 22	2811044	HA341B31	PROSPECT MILL ROAD TO MD 136	497,942.00	M001	6/18/2015	60-9508-19
MD 118	5012004	MO521B51	WISTERIA DRIVE TO MIDDLEBROOK ROAD	119,643.05	M23E	3/31/2015	3085
MD 97	2451024	MO640C51	GEORGIA AVENUE AT TILTON DRIVE	4,445.00	M230	7/8/2014	3084
MD 197	5094007	PG632D51	AT POWDER MILL ROAD	89,296.56	M23E	11/14/2014	3084
	000A732	AX242B28	TDSD/IN-HOUSE SIGNAL SYSTEMIZATION	67,000.00	L400	9/24/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
Total:				\$38,231,947.13			

SPR (Fund 46)

	TPF5285	STATEWIDE	SPR Pooled Fund Project- Standardizing LWD Equipment for Measuring the Modulus/Stiffness of Unbounded Soils & Aggregate - Research	8,581.70	Q560	9/11/2014	
	0003397	AX028B13	RELIABILITY DATA/ANALYSIS TOOL IMPL PROJ	400,000.00	M7T0	6/4/2015	
	TP5F252	STATEWIDE	SPR - Pooled Fund Study - I 95 Corridor Coalition Vehicle Probe	178,723.00	L560	6/23/2015	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

			Project				
	FY15001	AREAWIDE	SPR Planning - Part 1 Work Program FY15 Planning	182,764.00	0800	9/18/2014	
	FY16001	SP416	SPR Planning - Part 1 Work Program FY16 - Planning .	2,942,132.00	M55E	6/30/2015	
	FY15002	SP509B21	SPR - General Research Program for FY 2015	1,000,000.00	M560	2/3/2015	
	FY15001	AREAWIDE	SPR Planning - Part 1 Work Program FY15 Planning	1,292.00	Q550	9/18/2014	
	FY15001	AREAWIDE	SPR Planning - Part 1 Work Program FY15 Planning	2,760,000.00	M55E	5/6/2015	
	FY15001	AREAWIDE	SPR Planning - Part 1 Work Program FY15 Planning	120,649.00	L550	9/18/2014	
	FY02003	STATEWIDE	SPR PLANNING PROGRAM FY 2002	(1,292.00)	Q550	9/5/2014	
	FY15001	AREAWIDE	SPR Planning - Part 1 Work Program FY15 Planning	1,985.00	0810	9/18/2014	
	FY14002	STATEWIDE	SPR General Research Program for FY 2014	4,662.40	0860	9/18/2014	
	FY14002	STATEWIDE	SPR General Research Program for FY 2014	150,000.00	M560	8/26/2014	
	FY07001	STATEWIDE	SPR GENERAL RESEARCH PROGRAM FY2007	(668,741.36)	L560	1/30/2015	
	TPF5285	STATEWIDE	SPR Pooled Fund Project- Standardizing LWD Equipment for Measuring the Modulus/Stiffness of Unbounded Soils & Aggregate - Research	241,418.30	L560	5/27/2015	
	FY14002	STATEWIDE	SPR General Research Program for FY 2014	249,869.40	L560	9/18/2014	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	TPF5099	AT222B21	Pooled Fund Study - SPR Part II Research Program Evaluation of Low Cost Safety Improvements -PE-	(5,935.51)	Q560	11/25/2014	
	TPF5099	AT222B21	Pooled Fund Study - SPR Part II Research Program Evaluation of Low Cost Safety Improvements -PE-	(11,871.05)	H560	11/25/2014	
	FY14002	STATEWIDE	SPR General Research Program for FY 2014	42,539.95	H560	9/18/2014	
	FY14002	STATEWIDE	SPR General Research Program for FY 2014	500,000.00	L56E	12/1/2014	
Total:				\$8,096,776.83			

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

US 220	4291002	AL609B51	TCR-BR 1060 ON US220 OVER POTOMAC RIVER	273,752.00	HY10	2/20/2015	09-6
US 220	4291002	AL609K51	TCR-BR 1060 ON US220 OVER POTOMAC RIVER	400,000.00	M03E	4/7/2015	09-6
MD 175	3617017	AA580D56	BRAC INTERS-REECE RD/MAPES RD/CHART	1,827,509.00	M23E	1/22/2015	61-0802-39
MD 295	2673001	AA351851	RI - I-695 TO I-195	620,112.80	M001	9/16/2014	61-0511-41
MD 175	3617017	AA580B56	BRAC INTERS-REECE RD/MAPES RD/CHART	2,000,000.00	M23E	5/21/2015	61-0802-39
MD 175	3617011	AA580B53	TC-BRAC-INTERS- ROCKENBACH/RIDGE/MD 713	1,380,769.00	M23E	5/12/2015	61-1401-39
MD 175	3617011	AA580F53	TC-BRAC-INTERS- ROCKENBACH/RIDGE/MD 713	2,000,000.00	M240	7/8/2014	61-1401-39
I-695	6956371	BA366D51	SRI-OVER BENSON AVE,LEEDS AVE,US1,AMTRAK	7,000,000.00	M002	11/10/2014	63-1602-43

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 140	3017022	BA729B22	TC125-S OF GARRISON VIEW RD TO N PAINTER	580,000.00	M001	6/29/2015	63-1203-41
MD 5	2651029	CH605G51	S OF HUGHESVILLE TO N OF HUGHESVILLE-RI	(4,126,352.55)	L050	9/19/2014	3038
US 15	1051037	FR571B31	SRI-MONOCACY BOULEVARD INTERCHANGE	3,395,016.00	M001	8/6/2014	4892
MD 22	1261018	HA348D34	BRAC-MD 22 AT BEARDS HILL	728,824.00	Q240	9/23/2014	65-1205-41
MD 22	1261020	HA348E53	SRI-BRAC INTERSECTION AT MD 462	300,000.00	M23E	1/13/2015	65-1205-41
US 40	1251062	HA348B37	BRAC INTERSEC-MD 7 AT MD 159-PH 2	88,766.00	M24E	6/26/2015	65-0804-39
MD 22	1261017	HA348D55	TC48-MD 22 AT OLD POST ROAD	176,699.00	M230	9/23/2014	65-1202-12
MD 22	1261014	HA348B35	BRAC INTERSEC - MD 22 AT OLD POST ROAD	411,819.00	M23E	6/24/2015	60-0804-39
US 40	1251052	HA348B52	TC11- US 40 AT MD 7/MD 159	47,725.54	M23E	12/15/2014	65-0804-39
US 1	000S687	HA873B51	HICKORY BYPASS-US1 BUSTO US1N OF HICKORY	(3,000.00)	Q360	8/12/2014	
	000A875	HA348F21	TC-BRAC INTERSEC- ABERDEEN PROVING GR	400,000.00	M23E	1/13/2015	65-0804-39
MD 355	2471011	MO593B52	AT CEDAR LANE (PHASE 1,2,3)	500,000.00	M001	10/15/2014	5998
MD 355	2471011	MO593F52	AT CEDAR LANE (PHASE 1,2,3)	1,725,202.00	M002	11/5/2014	5992
MD 185	5007009	MO593B55	TC11-JONES BRIDGE RD/KINSINGTON PARKWAY	55,706.46	L23E	1/29/2015	5988
MD 185	5007008	MO593C35	AT JONES BRIDGE ROAD/KINSINGTON PARKWAY	170,927.00	L23R	7/1/2014	5423
MD 185	5009009	MO593F55	TC11-JONES BRIDGE RD/KINSINGTON PARKWAY	201,221.21	M23E	2/5/2015	5988
	000A884	MO593B21	BRAC INTERSEC-BETHESDA NAVAL CENTER	482,400.00	M240	9/19/2014	5423
MD 337	5104005	PG780B52	S OF I-95/495, N OF SUITLAND RD/WESTOVER	400,000.00	M230	5/13/2015	5759

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 5	2685003	PG175B52	MD 5 AT BRANDYWINE RD AND MD373-PHASE 1	(371,059.00)	LY10	6/8/2015	4882
MD 210	1755001	PG700D21	LIVINGSTON RD/KERBY HILL RD INTERCHANGE	(1,364,507.00)	LY10	9/10/2014	4879
MD 210	1755002	PG700C51	SRI-LIVINGSTON RD/KERBY HILL RD INTERCH	1,926,416.00	LY10	10/16/2014	4879
MD 5	2685002	PG175B32	MD 5 AT BRANDYWINE RD AND MD373-PHASE 1	(905,551.00)	LY10	1/16/2015	4882
MD 210	2631019	PG700B21	LIVINGSTON RD/KERBY HILL RD INTERCHANGE	500,000.00	L23E	6/24/2015	4879
MD 210	4303001	PG700G21	LIVINGSTON RD/KERBY HILL RD INTERCHANGE	200,000.00	M240	9/10/2014	6148
MD 210	4303001	PG700F21	LIVINGSTON RD/KERBY HILL RD INTERCHANGE	397,050.00	LY20	9/10/2014	6148
MD 5	4295001	PG175B52	MD 5 AT BRANDYWINE RD AND MD373-PHASE 1	(610,665.59)	LY20	6/8/2015	4882
MD 5	4295001	PG175B52	MD 5 AT BRANDYWINE RD AND MD373-PHASE 1	(994,687.38)	L23E	6/8/2015	4882
MD 5	1211025	PG391B16	US 301 TO AUTH ROAD	296,628.00	L05E	9/3/2014	3469
US 113	3271037	WO636D51	N OF MASSEY BRANCH TO FIVE MIL BRANCH RD	1,767,700.00	LS5E	9/16/2014	WO6361
US 113	3271015	WO738B21	US 113 OF MD 589 TO JARVIS ROAD	(7,016.00)	Q050	9/17/2014	WO6361
MD 404	1277003	AW896B22	REV - W OF MD309 TO CEMETERY RD-PHASE 1B	310,000.00	M0E1	6/15/2015	AW8962
MD 404	3001051	AW896B26	ACCESS MANANGEMENT FOR FULL CORRIDOR	100,000.00	M0E1	4/15/2015	AW8961
MD 404	3001050	AW896B52	SRI-W OF MD309 TO CEMETERY RD-PHASE 1B	10,000,000.00	M001	8/5/2014	AW8962
MD 404	000A964	AW896B32	TC35-W OF MD309 TO CEMETERY RD-PHASE 1B	1,000,000.00	L050	9/23/2014	AW8962

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 70	7203007	AA616B51	DECK REPLACEMENT FOR BRIDGE 2042	204.12	Q100	7/8/2014	60-9610-13
MD 175	2750001	AA436B23	W OF BROCK BR RD-E OF MD295 INTERCHANGE	800,000.00	M230	6/22/2015	61-0605-41
MD 175	3617018	AA436B24	WEST OF REECE ROAD TO EAST OF DISNEY RD	475,000.00	M230	4/21/2015	61-0605-41
MD 45	2920001	BA706C51	TC-RI - CAVAN DRIVE TO RIDGELY ROAD	248,466.22	L230	8/28/2014	63-0502-41
MD 45	2920001	BA706151	TC-RI - CAVAN DRIVE TO RIDGELY ROAD	414,079.26	H230	8/28/2014	63-0502-41
MD 45	2920001	BA706251	TC-RI - CAVAN DRIVE TO RIDGELY ROAD	92,506.99	Q230	8/28/2014	63-0502-41
MD 24	1247012	HA334B51	SEC A/DEER CREEK BR TO S OF BRIDGE	4,339,702.11	M2E2	5/19/2015	65-1101-12
MD 24	000A831	HA334B51	SEC A/DEER CREEK BR TO S OF BRIDGE	64,114.78	M0E1	12/18/2014	65-1101-12
US 40	4299001	HA270D51	US 40 AT MD 715 INTERCHANGE	404.00	Q200	9/16/2014	65-0803-46
I 68	000A831	AL409D51	TC40/70-BR 0109600 OVER WILLS CREEK/CSX/CUMBERLAND THRUWAY & BR 0109200 ON MD 51	189,904.00	M001	8/14/2014	09-6
I 68	000A831	AL409B51	TC40/70-BR 0109600 OVER WILLS CREEK/CSX/CUMBERLAND THRUWAY & BR 0109200 ON MD 51	566,901.64	M0E1	6/19/2015	09-6
US 40	4299001	HA270B51	US 40 AT MD 715 INTERCHANGE	200,000.00	M231	5/29/2015	65-0803-46
US 40	4299001	HA270B51	US 40 AT MD 715 INTERCHANGE	206,732.20	L20E	9/16/2014	65-0803-46
I 68	000A831	AL409C51	TC40/70-BR 0109600 OVER WILLS CREEK/CSX/CUMBERLAND THRUWAY & BR 0109200 ON MD 51	1,848,556.97	LZ20	7/25/2014	09-6
MD 97	2451023	MO854B21	AT RANDOLPH ROAD	(496,284.00)	L23E	5/8/2015	H-163-25
MD 97	2451023	MO854B21	AT RANDOLPH ROAD	(107,359.74)	LZ2E	5/8/2015	H-163-25
MD 97	2451031	MO854B52	AT RANDOLPH ROAD INTERCHANGE	893,011.81	L230	7/23/2014	3182008

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

MD 97	2451031	MO854B52	AT RANDOLPH ROAD INTERCHANGE	113,065.19	LZ2E	7/23/2014	3182008
MD 97	2451038	MO854B53	RANDOLPH ROAD DEMOLITION OF BUILDING	139,379.02	M001	8/26/2014	3014
MD 355	1334001	MO830B51	RI-MONTROSE ROAD/RANDOLPH ROAD	(466,173.92)	L23E	5/8/2015	06-17.6
MD 450	5023009	PG900B51	MD 450-SEABROOK RD TO MD193	(269,048.00)	33D0	5/8/2015	3082
MD 223	5030012	PG084D11	TC125-STEED ROAD TO MD 4	475,000.00	L23R	9/23/2014	4885
MD 450	5023016	PG182C51	SEPARATION AT CSX NEAR PEACE CROSS	(1,260,035.23)	LS3E	7/14/2014	3136
MD 637	000S647	PG209B51	GEOM IMPROV ON MD 637 & NAYLOR RD METRO	(51,983.52)	Q400	9/10/2014	3084
MD 822	0001583	SO365BD1	US 13 TO UMES LOOP RD	(10,450.00)	Q240	9/5/2014	SO365
MD 675	1373003	SO409B51	SRI - MD 822 TO MD 362	553,070.00	M2E1	4/6/2015	SO4091
MD 675	1373003	SO409F51	SRI - MD 822 TO MD 362	850,628.24	M2E1	11/14/2014	SO4091
MD 675	1373003	SO409D51	SRI - MD 822 TO MD 362	1,188,239.76	Q240	11/14/2014	SO4091
	1181059	AX195B11	TC11-BRAC RELATED INTERSECTIONS FOR MD32	(776,731.09)	L05E	6/24/2015	BRTB 65-0804-39
US 50	9510002	AA573F51	RESURF-W OF PG CO LINE TO ADMIRAL DR	48,776.14	0420	3/5/2015	60-9501-11
I-695	3273002	BA076C21	TC56-BALTIMORE BELTWAY AT HARFORD ROAD	(614,324.40)	LY10	7/15/2014	63-1203-41
I-695	6956369	BA458D51	SRI - MD 41 TO MD 147	261,397.56	LY10	7/21/2014	63-1206-41
I-695	6956342	BA9775A72	REV - CHARLES ST (MD139) INTERCH-PHASE 1	17,284.00	3150	7/14/2014	SHA-B-9
I-695	3273002	BA076B21	TC56-BALTIMORE BELTWAY AT HARFORD ROAD	(115,405.44)	L930	7/15/2014	63-1203-41
I-695	6956369	BA458C51	SRI - MD 41 TO MD 147	115,405.44	L930	7/21/2014	63-1206-41
I-695	6956342	BA97735A	REV - CHARLES ST (MD139) INTERCH-PHASE 1	1,971,487.68	M001	7/14/2014	SHA-B-9

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

I-695	6956342	BA977E5A	REV - CHARLES ST (MD139) INTERCH-PHASE 1	271,948.93	L230	7/14/2014	SHA-B-9
I-695	6956342	BA977G5A	REV - CHARLES ST (MD139) INTERCH-PHASE 1	(2,028,650.45)	L01E	7/14/2014	SHA-B-9
I-695	6956327	BA458D21	MD 41 TO MD 147 INNER AND OUTER LOOP	(193,667.00)	L01E	8/12/2014	A-32-4
I-695	6956312	BA727H21	MD 144 TO SOUTH OF US 40	4,134,283.00	M0E1	11/26/2014	60-0602-41
MD 140	3025014	BA193B51	REHAB BRIDGE 03146 OVER I-695	106,380.46	LS30	3/12/2015	60-9508-19
I-695	2451030	BA727B31	MD 144 TO SOUTH OF US 40	378,510.00	M0E1	4/6/2015	SHA-B-7
I-695	6956327	BA458C21	MD 41 TO MD 147 INNER AND OUTER LOOP	193,667.00	H020	8/12/2014	A-32-4
I-70	1174001	FR426B51	RI - I70/MD85/MD 475 INTERCHANGE	(115,552.00)	L01E	6/29/2015	6387
I-70	4289001	FR426B51	RI - I70/MD85/MD 475 INTERCHANGE	(435,062.00)	L01E	6/29/2015	6387
I-70	0703049	FR426B51	RI - I70/MD85/MD 475 INTERCHANGE	(1,900,000.00)	L01E	6/29/2015	6387
I-70	0703049	FR426B51	RI - I70/MD85/MD 475 INTERCHANGE	(451,350.48)	L050	6/29/2015	6387
I-70	0703049	FR426B51	RI - I70/MD85/MD 475 INTERCHANGE	700.00	L200	6/29/2015	6387
I-70	0703357	FR427351	TCR-PH 2D-E OF MD 144/W OF MD 355	968,333.00	H020	8/12/2014	5419
I-70	0703357	FR427i51	TCR-PH 2D-E OF MD 144/W OF MD 355	1,468,231.27	M001	8/12/2014	5419
I-70	0703357	FR427H51	TCR-PH 2D-E OF MD 144/W OF MD 355	500,383.77	Q020	8/12/2014	5419
I-95	0953189	PG419D51	TC11 - I-95/CONTEE RD RELOCATED	8,894.00	Q050	9/18/2014	3033
I-95	0953189	PG419B51	TC11 - I-95/CONTEE RD RELOCATED	1,388,790.86	L050	12/10/2014	3033
	0953179	PG333H21	SRI - E OF CSX RR BRIDGE TO W OF MD 201	250,000.00	M0E1	2/18/2015	2894

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	0953179	PG333B21	SRI - E OF CSX RR BRIDGE TO W OF MD 201	98,019.89	L010	3/31/2015	2894
	0953179	PG333K21	SRI - E OF CSX RR BRIDGE TO W OF MD 201	201,980.11	L01E	3/31/2015	2894
I-495	4952280	AX067B11	TC125-AMERICAN LEGION BRIDGE TO WWB	400,000.00	M001	7/29/2014	TPB 6432
MD 210	0013009	PG935B23	WOODROW WILSON BR MD 210	30,540.00	Q990	9/16/2014	
Total:				\$50,463,306.64			

Garvee Bonds

	ICC1001	AT376YFC	ICC-FROM US 29 TO I-95 - CONTRACT C	40,000,000.00	M0E1	2/17/2015	TPB 2804
	ICC1001	AT376YFC	ICC-FROM US 29 TO I-95 - CONTRACT C	15,000,000.00	M001	7/14/2014	TPB 2804
	ICC1001	AT376	ICC-FROM US 29 TO I-95 - CONTRACT C	2,000,000.00	L050	9/25/2014	TPB 2804
	ICC1001	AT376	ICC-FROM US 29 TO I-95 - CONTRACT C	21,460,916.57	M001	9/25/2014	TPB 2804
Total:				\$78,460,916.57			

Other Projects

	MD04006	CO277B21	HARRIET TUBMAN FAC AT WILLIAM SILL SITE	165,780.00	L97E	9/17/2014	RU Environmental
	MD04005	CO277B21	HARRIET TUBMAN FAC AT WILLIAM SILL SITE	29,700.00	L97E	9/17/2014	RU Environmental
	0003374	AT139B25	UNIVERSITY OF MD-REGIONAL OPERATION FORU	51,933.00	M7T0	2/9/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-11
	MD07022	AT034B21	SB - REIMBURSE MD NATIONAL RD ASSOC	42,480.00	L97E	7/1/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
I-95	0003358	AX697B23	I-95 CC FREIGHT ACADEMY FY 2014	15,859.50	43LE	7/2/2014	
	0003361	AT028B11	IMPLEMENTATION ASSISTANCE-FREIGHT MODEL	350,000.00	39TE	7/25/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
	0001849	AT956B21	RECREATIONAL TRAILS PROGRAM-FY06	(65,509.00)	H940	6/8/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	0001849	AT956B21	RECREATIONAL TRAILS PROGRAM-FY06	(98,593.67)	L940	6/8/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	FY15003	AT723B22	RECREATIONAL TRAILS FY 15 PROJECTS	740,573.00	M94E	1/7/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

0003368	AX028B12	ASSISTANCE FOR ADVANCED TRAVEL ANALYSIS	700,000.00	M8TO	10/22/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
000A870	AA144ZM1	INSTALL TIMING SIGNALS AT VAR LOCATIONS	160,000.00	L40E	2/20/2015	80-0801-09
0001750	AA563ZM1	WILSON OWENS BRANCH	159,241.00	L11E	2/20/2015	11-1203-13
0003320	BA964B21	REHAB BR ON JERICHO RD COVERED TIMBER	797,507.00	LE30	3/31/2015	13-1106-13
3015002	BA673CM2	PAINTERS MILL RD BRIDGE OVERLAY	400,000.00	L1CE	9/19/2014	13-1013-13
3015002	BA673ZM2	PAINTERS MILL RD BRIDGE OVERLAY	271,681.73	L1CR	3/26/2015	13-1013-13
3015002	BA673ZM2	PAINTERS MILL RD BRIDGE OVERLAY	592,587.27	M03E	3/26/2015	13-1013-13
0003187	BA300ZM1	BRIDGE REPLACEMENT FOR MOHRS LANE	73,047.00	L11E	6/15/2015	A2104
0001924	CL440B21	REHAB BRIDGE CL 407 - BOLLINGER ROAD	20,531.00	L110	9/19/2014	60-9508-19
0003292	CE352ZM3	BARON ROAD OVER CSX N.OF NAZARINE RD-CON	1,990,871.00	L11E	12/12/2014	WILMAPCO 3-1
000B102	FR140ZM1	3 BRIDGES F-0402,F-1510 & F-2008	148,918.00	M233	6/11/2015	3173
000B102	FR140ZM1	3 BRIDGES F-0402,F-1510 & F-2008	2,343.00	LE3E	9/16/2014	3173
0001819	FR517ZM1	REPLACEMENT OF BIDLE ROAD BRIDGE	(219.68)	Q120	6/24/2015	
000B102	FR140ZM1	3 BRIDGES F-0402,F-1510 & F-2008	174,057.00	LE3E	8/21/2014	3173
0003356	FR155B21	BRIDGE REPLACEMENT OVER PETER PAN RUN	191,592.00	L11E	9/3/2014	3173
0001764	GA604ZM2	CONSTRUCTION INPECTION FOR BRIDGE G-03	(462,471.80)	L11E	11/24/2014	RU Bridge
0003199	GA399ZM1	CHERRY GLADE ACCESS ROAD	(19,335.00)	L9AE	11/25/2014	RU Safety/Spot

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

0003278	HA410ZM1	REPLACEMENT OF PHILLIPS MILLRD - BR H-70	29,275.00	L11E	11/14/2014	60-9610-13
0003300	HA415C21	CHESTNUT HILL ROAD OVER STOUT BOTTLE BR	81,612.13	Q110	9/16/2014	15-1101-13
0003287	HA370CM2	HARFORD CREAMERY BRIDGE OVER DEER CREEK	856,958.00	L11E	10/30/2014	15-0405-13
0001480	HA148BM1	REPLACE HARFORD COUNTY BRIDGE 7	2,850.00	L110	7/18/2014	
0003174	HA384CM1	REPL OF RUFF MILLS RD-BRIDGE H-190	27,966.25	L11E	9/11/2014	A2204
1260001	HA398ZM1	PE FOR ABINGTON ROAD OVER CSX	30,120.00	M23E	12/23/2014	15-1001-13
0001905	HA342B21	REPLACEMENT OF BRIDGE H-63-WINTERS RUN	41,569.00	1170	9/4/2014	A27-04
0003120	HA369B21	BR-CARRS MILL RD OVER BEAR CABIN BRANCH	115,743.00	L110	9/5/2014	A2704
0003196	HO385ZM1	REPLACE BRIDGE HO-009-OLD MO RD/DEEP RUN	282,979.00	L11E	10/14/2014	60-9610-13
R001767	HO781ZM2	REVIEW-BR ON SHADY LANE OVER DORSEY	(41,049.00)	L11E	4/30/2015	60-9610-13
1102005	MO128C21	BRINK ROAD OVER SENECA CREEK DRIVE	469,266.00	M23E	11/14/2014	5913
2471012	MO151ZM2	PE MD 355 SOUTHWOOD ROAD-W REED MED CNTR	22,774,000.00	7G30	12/24/2014	5724
0003237	MO133ZM1	BRIDGE NO. MPK-03 ON PK VALLEY ROAD	35,357.58	L11E	6/15/2015	5918
0001777	MO934ZM1	REVIEW PLANS FOR MUNCASTER ROAD IMPROV	15,069.01	Q110	7/28/2014	
0003244	MO144ZM1	BRIDGE M-PK24 ON BEACH DRIVE	438,400.00	L11E	10/20/2014	5912
0003158	MO253ZM1	PE ELMHIRST PKWY OVER ROCK CREEK	7,322.00	L1CE	8/22/2014	5915
5038001	MO237DM1	BRIDGE M-0074 ON CEDAR LN	(147,899.00)	L1CR	9/23/2014	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

0003149	QA699ZM2	BRIDGE Q18 ON ISLAND CREEK ROAD	(34,040.94)	L11E	1/15/2015	RU Bridge
0003325	SO442ZM1	PE FOR BRYAN HALL RD OVER MARUMSCO CREEK	26,291.00	L11E	3/20/2015	RU Bridge
0003298	WA417ZM2	COFFMAN FARMS RD/LITTLE ANTIETAM CREEK	590,600.00	L11E	7/29/2014	W2014-05
0003394	WA385ZM2	LEITERS MILL RD BRIDGE OVER ANTIETAM CK	621,443.00	L11E	6/30/2015	W2014-05
0003327	WA397ZM1	OLD FORGE RD BRIDGE OVER ANTIETAM CREEK	250,000.00	L11E	3/10/2015	W2014-05
S000380	HS232E51	SRTS GYG INFRASTRUCT SAFETY IMPROVEMENTS	202,035.00	LU30	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
S000380	HS232C51	SRTS GYG INFRASTRUCT SAFETY IMPROVEMENTS	291,522.00	LU2E	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
0003379	AX352D51	SAFE ROUTES TO SCHOOL PROGRAM	148,000.00	L220	1/16/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
S000380	HS232D51	SRTS GYG INFRASTRUCT SAFETY IMPROVEMENTS	32,700.00	LU2R	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-2
	0003391	HS233B21	GYG NON-INFRASTRUCT SAFETY IMPROVEMENTS	115,414.00	LU1E	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	0003391	HS233B21	GYG NON-INFRASTRUCT SAFETY IMPROVEMENTS	122,511.00	LU10	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	S000380	HS232B51	SRTS GYG INFRASTRUCT SAFETY IMPROVEMENTS	177,110.00	LU3E	5/26/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
MD 2	MD11003	AA145B61	RAMP 8 TO MD 100 WEST	24,959.00	ER80	12/17/2014	
	0003366	AT472C6B	CHART OCEAN CITY DETECTORS O & M FY 15	292,575.00	M0E1	2/20/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
	3114024	AW557B21	SOC 3,4 & 5 & ASSOC FIELD OPERAT	(1,329.00)	Q400	8/19/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							11
3114053	AT029E6A	CHART ERT SALARY FOR FY 2015	750,000.00	M24E	3/20/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
3114053	AT029D61	CHART ERT SALARY FOR FY 2015	2,277,184.00	M030	10/20/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
MD11002	AB384B61	COST ASSOC WITH HVY RAIN&FLD STWD 9/5/11	(97,662.00)	ER80	9/23/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
3114048	AT040B61	CHART IN-HOUSE STAFF FOR FY 2014	918,285.00	M240	8/15/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003367	AX790B22	CHART LEASED CIRCUITS FOR FY 15	400,000.00	M240	2/3/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							11
3114053	AT029C61	CHART ERT SALARY FOR FY 2015	525,336.00	L03E	10/20/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003302	AX280B63	CHART VEHICLES FOR FY 2014 - OPERATIONS	904,467.00	M24E	3/31/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
3114053	AT029B51	CHART ERT SALARY FOR FY 2015	2,300,000.00	M24E	6/29/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11	
0003354	AX989B12	NATIONAL SUMMER TRANSP PROG-FY14,MORGAN	(1,224.13)	M49S	1/30/2015		
0003402	AX988B13	NATIONAL SUMMER TRANSPORTATION-UMES,FY15	36,000.00	M4SE	6/8/2015		
0003235	AX294BL1	BUILD UP-MDOT/SHA OTJ TRAINING	400,000.00	L24E	6/6/2015		
FY12007	AX268B22	FY 2012 NSTI PROGRAM - MSU	(772.81)	L49E	7/11/2014		
FY13004	AX268B24	FY 2013 NSTI PROGRAM - MSU	(4,120.97)	M490	7/11/2014		
0003241	AX298B91	SAFETY INSPECTION FOR BRIDGE SERVICES	(10,500.00)	L1CR	8/1/2014	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							9-4; TPB 3081; WILMAPCO 3-1
	FY14004	AX991B14	OJT/SS HWY/CAPITAL TRANSIT WORKFORCE PRO	130,143.00	M490	9/23/2014	MDOT CONTROL #14- 19
	FY14003	AX175B14	DISADVANTAGED BUS ENTERPRICE DEV PROGRAM	37,937.00	L48E	9/9/2014	MC#13-140 8- 28-2014
	FY14003	AX175B14	DISADVANTAGED BUS ENTERPRICE DEV PROGRAM	160,846.00	M480	9/9/2014	MC#13-140 8- 28-2014
	FY10006	AW290CLL	DBE SUPPORT SERVICE PROGRAM FY 2010	(101,616.00)	L490	10/8/2014	
	000A512	CO336ZM1	CAROLINE COUNTY RESURFACING	(59,266.00)	C240	8/4/2014	RU Resurfacing
	000A515	MO230ZM1	GUARDRAIL REPLACEMENT AT VAR LOCATIONS	(5,517.67)	C240	1/30/2015	
	0003126	QA476ZM1	TANYARD ROAD IMPROVEMTS	(4,153.00)	C240	11/25/2014	RU Safety/Spot
	0003150	QA482ZM1	ROAD IMPROVEMENTS ON ARRINGTON ROAD	(37,326.00)	C240	11/25/2014	RU Safety/Spot
	0003129	SM385ZM1	RESUFACING PEGG ROAD	(10,522.71)	C240	2/9/2015	RU Resurfacing
	1453002	AX713B51	COPPIN STATE UNIVERSITY - PARKING GARAGE	419,029.00	HY10	11/4/2014	BRTB 60-9504- 04
	1453002	AX713B51	COPPIN STATE UNIVERSITY - PARKING GARAGE	879,481.00	LY10	11/4/2014	BRTB 60-9504- 04
MD 31	0003382	CL178B21	NEW WINDSOR RD,MD MIDLAND 531717E/18L	4,704.00	L28R	6/23/2015	BMC 60-9508- 19
	0003247	CL373B51	ANGEL ROAD - MARYLAND MIDLAND 534724W	173,865.00	LS4E	5/13/2015	60-9508-19
	0003217	CL220B51	KEYSVILLE RD -MD MIDLAND RR (831746P)	(57,185.09)	LS4E	6/30/2015	60-9509-19
	0001903	CL433B51	GLEN FALLS RD-MD MIDLAND RAIL 831667D	235.00	LS40	7/15/2014	60-9508-19

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	0003205	CL218B51	SHEPHERD'S MILL RD-MD MIDLAND,831772B	(12,861.43)	LS4E	3/12/2015	60-9508-19
	0003249	CL327B51	WINTER'S CHURCH RD-MD MIDLAND 831719T	129,469.00	LS50	4/21/2015	60-9508-19
MD 97	1151023	CL379B51	OLD WASHINGTON RD-CSX TRANS DOT 140416A	(396.00)	LS4E	6/30/2015	60-9508-19
CO 479	0003385	CL179B21	LAWNDALE RD, MD MIDLAND RAILWAY, 831678R	9,408.00	L28R	6/23/2015	BMC 60-9508- 19
CO 394	0003384	CL177B21	HAHN RD,MD MIDLAND RAILWAY, DOT 831692L	4,704.00	L28R	6/23/2015	BMC 60-9508- 19
	0003351	FR165B51	WALKERSVILLE SOUTHERN RR, DOT 535031D	664,205.00	MS40	9/3/2014	3084
	0003350	FR165B21	WALKERSVILLE SOUTHERN RR, DOT 535031D	6,365.00	Q260	9/18/2014	3084
	0003349	FR144C21	FOUNTAIN ROCK RD, WALKERSVILLE SOUTHERN	3,952.00	LS40	9/18/2014	3084
	0003349	FR144B21	FOUNTAIN ROCK RD, WALKERSVILLE SOUTHERN	1,022.00	Q260	9/18/2014	3084
	0003314	FR144B51	FOUNTAIN ROCK RD, WALKERSVILLE SOUTHERN	512,079.00	MS40	9/16/2014	3084
	0003346	FR142B21	CANAL RD-CSX TRANSPORTATION DOT 915128A	6,809.00	Q260	9/24/2014	3084
	0003268	MO250B51	FOREST GLEN ROAD, CSX TRANS 140488D	(134,156.64)	H260	11/24/2014	3084
	0003364	WI234B51	CONNELLY MILL-NORFOLK SOUTHERN-530213X	330,092.00	LS5E	5/28/2015	SWMPO 7-2
CO 321	0003383	WO187B21	IRONSHIRE STATION RD,MD/DE RR, 531861T	4,704.00	L28R	6/22/2015	RU Safety/Spot
	0003352	AREAWIDE	OLD MILL BOTTOM RD-CSX TRANS 140426F	(1,538.00)	M438	9/12/2014	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
000A720	AX242B27	COLLECT/MAINTAIN DATE FOR RAILROAD PROG	118,000.00	LS3E	6/22/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
0003311	AT057B51	CONCRETE RD/ROSS AVE-CSX TRANSPORTATION	379,455.00	LS40	8/28/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
0003352	AREAWIDE	OLD MILL BOTTOM RD-CSX TRANS 140426F	1,537.00	438E	9/12/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A655	AX998C51	RTC-TRANSIT ORIENTED PEDEST ACCESS - D-4	31,155.36	Q240	8/21/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	
000A654	AX995B51	RTC-TRANSIT ORIENTED PEDEST ACCESS - D-3	43,404.06	M24E	6/30/2015	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A780	AX644B53	TC11-TRANSIT ORIENTED PEDEST ACCESS D-5	5,716.24	Q240	7/7/2014	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000A780	AX644B53	TC11-TRANSIT ORIENTED PEDEST ACCESS D-5	259,769.71	L24E	7/7/2014	BRTB 60-9508- 19; CAMPO 09- 4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 100	1101068	AA188B21	ALONG 100	(133,980.52)	L05E	3/23/2015	60-9506-38
I-83	0832218	BA996B21	BETWEEN MD45 AND PA LINE	79,000.00	L01E	6/23/2015	A-21-1
MD 151	3034014	BA972B21	TC70-7TH ST AND BA CITY LINE	(150,244.38)	L23E	6/8/2015	60-9506-38
US 40	1251053	CE389B21	HARFORD CO TO DELAWARE STATE LINE	59,000.00	L24E	6/23/2015	WILMAPCO 3-2
MD 5	2651037	CH225B21	TC70-ALONG MD 5	(350,272.58)	L05E	9/24/2014	3038
US 15	1051030	FR107B21	CORPORATE LIMITS AND PA STATE LINE	70,000.00	L05E	6/23/2015	3038
MD 144	0003224	FR265B21	TC70-MD 144 - MP 0.0 TO 3.4	(143,164.07)	L20E	3/23/2015	3038
MD 24	2821020	HA407C51	TC125-PLUMTREE RUN STREAM RESTORATION	267,594.00	Q240	9/15/2014	60-9506-38
MD 24	2821020	HA407B51	TC125-PLUMTREE RUN STREAM RESTORATION	108,033.82	M24E	6/24/2015	60-9506-38
	1152004	HO206E51	TC12-UPPER LITTLE PATUXENT RIVER STREAM	14,141.09	M23E	2/5/2015	60-9506-38
	1152004	HO206B51	TC12-UPPER LITTLE PATUXENT RIVER STREAM	724,894.45	M230	12/8/2014	60-9506-38
	1152004	HO206D51	TC12-UPPER LITTLE PATUXENT RIVER STREAM	50,120.55	34B0	9/18/2014	60-9506-38

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

000A820	AT502B54	TC70-CHESAPEAKE BAY WATERSHED PROGRAM-D6	(1,827.48)	L24E	6/24/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
000A807	AX264B52	TC11-LEGACY PAVEMENT IMP-DISTRICT 3	92,929.06	33C0	11/5/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
000A807	AX264C52	TC11-LEGACY PAVEMENT IMP-DISTRICT 3	1,299,409.00	M240	9/9/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
000A815	AX610B22	TC70-PHASE 1 WATERSHED IMPROVEMENT PLAN	108,000.00	L24E	6/22/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
000A983	AT088B51	TC56-TMDL AT VARIOUS LOCATIONS IN DIST 7	3,036,499.00	M240	9/23/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
000A817	AT502D51	TC70-CHESAPEAKE BAY WATERSHED PROGRAM-D4	19,948.50	L050	9/12/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							TPB 3038; WILMAPCO 3-2
000A818	AT502F52	TC70-CHESAPEAKE BAY WATERSHED PROGRAM D7	31,334.16	L24R	11/14/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000A805	AX264B51	TC11-LEGACY PAVEMENT IMP-DIST 2/DIST 4	322,717.37	L240	11/4/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000A984	AT089B51	TC56-AT VARIOUS LOCATIONS IN DIST 5	986,882.00	M240	7/22/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000A847	AT799E53	TC70-SWM AT VARIOUS LOCATIONS IN DIST 5	400,000.00	Q770	8/5/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	
000A863	AX929B51	TC70-SWM AT VARIOUS LOCATION IN DIST 3	302,131.36	L23E	12/12/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000A938	AT086C51	TC56-AT VARIOUS LOCATIONS IN DISTRICT 3	1,117,449.02	M230	9/9/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A938	AT086D51	TC56-AT VARIOUS LOCATIONS IN DISTRICT 3	1,000,000.00	M24E	1/13/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A939	AT087D51	TC56-AT VARIOUS LOCATIONS IN DISTRICT 5	2,000,000.00	M230	2/3/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000A820	AT502B54	TC70-CHESAPEAKE BAY WATERSHED PROGRAM-D6	(22,387.18)	L05E	6/24/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
MD 332	5095002	PG231D51	IMPROVEMENTS ON MD 332 TO WATTS BRANCH	(27,440.54)	Q230	7/14/2014	3084
	3114049	SD104B94	CHART SYSTEM DEVELOPMENT FY 2015-2016	5,120,000.00	M24E	5/13/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	000B139	AT916	Local Agency Bridge Inspection Program - FY2016/2017 - Other	500,000.00	M24E	6/30/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
US 50 WB	1301115	QA707B551	KENT NARROW TO QUEENSTOWN SAFE & RESURF	9,099.00	Q050	6/16/2015	RU Safety/Spot
MD 313	1283006	KE249B51	QA COUNTY LINE TO MD299 RESURFACE	(237.00)	33D0	8/12/2014	RU Resurfacing
US 40	1251055	STATEWIDE	MD 222 TO DELAWARE STATE LINE - INSTALL / REPLACE TRAFFIC BARRIER - CONST	(160,001.65)	L24E	9/5/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11
MD 202	2551013	PG091C51	MD295 TO MD 4 SWM RETROFIT	(125,459.02)	L00E	3/31/2015	3038
	000A966	XX528B51	Statewide-ADA Compliance (Retrofit) Program for FY 2013. - Preliminary Engineering -	384,000.00	M24E	12/17/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
I-70 EB	0704201	FR412BC1	West of Ridge Road to West of I70 Resurfacing & Safety Improvements	(451,597.63)	L01E	11/26/2014	
	0003401	AX989B13	National Summer Transportation Institute Program (NSTI) FY2015 MSU - OTHER	39,000.00	M4SE	6/8/2015	
	0003400	AX103B2D	CATT Lab Support for FHWA Performance and Data - OTHER -	100,000.00	M448	6/5/2015	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085;

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

							WILMAPCO 3-11
	0003390	SP707B2M	Local Technical Assistance Program - FY15	99,863.00	M438	3/31/2015	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
	000B139	AT916	Local Agency Bridge Inspection Program - FY2016/2017 - Other	11,000,000.00	L11E	6/30/2015	BRTB 60-9310-13; CAMPO 09-6; HEPMPO W2014-08; RU Bridge; SWMPO 9-4; TPB 3081; WILMAPCO 3-1
MD 355	1073013	FR599B21	MD 355 over CSX - Replacement of Bridge #10084 Preliminary Engineering	1,081,600.00	M24E	2/11/2015	
	000A726	AX243B52	DISTRICT 2 - TRANSPORTATION SAFETY ENGINEERING STUDIES	841,900.00	LS3E	4/10/2015	RU Safety/Spot; WILMAPCO 3-4
	000A187	AA349B51	AA FUNCTIONAL ENHANCEMENTS OF SWM FACILITIES BMP NO 2022,2027,2029,2088	(4,884.53)	H220	6/16/2015	60-9506-38
	7515004	AL460ZM2	Braddock/Midlothian Road (MD736) Widening from I-68 to Technology Drive - Phase 1	337,030.00	L9A0	7/28/2014	AL201205
	0001925	STATEWIDE	Morgan State University Transportation Center	(22,753.00)	LY60	8/1/2014	BRTB 60-9504-04; CAMPO 09-8; HEPMPO W2014-06; RU Congestion Mgmt; SWMPO 13-6; TPB 3085; WILMAPCO 3-11

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

US 40	2181028	WA995B51	DUAL HIGHWAY AT EDGEWOOD DR REHABILITATION CONSTRUCTION	(337,959.95)	L20E	6/24/2015	W2007-01
US 50	1301102	PG186B17	AT COLUMBIA PIKE INTER IMPROV	(21,108.00)	H050	5/29/2015	3084
MD 108	3581004	HO790B51	PARK & RIDE & ACCESS RD, CON	197.00	3200	5/20/2015	60-9508-19
	0002185	AREAWIDE	FY'97 Develop Fiber Optic Sensor Tank WGT Research and Plan	(2,226.40)	0860	9/16/2014	BRTB 60-9508-19; CAMPO 09-4; HEPMPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
MD 404	3001052	AW896B36	From East of US 50 to MD 404 BUS. - 4 Lane Divided Highway Construct - ROW	1,642,324.00	LY20	6/24/2015	AW8961
MD 450	5025011	PG415B51	I 95/495 TO 85TH AVE - GEOMETRIC IMPROVEMENTS - CON	296,446.61	L24E	6/23/2015	3084
	MD03024	GA660	Scenic Byways Program - SB03 National Road Visitor Information Services - Other	143,255.00	Q970	9/23/2014	RU Environmental
	MDSB903	AX983	Scenic Byways Program - SB0926 Marketing Maryland Scenic Byways - Other	60,800.00	L970	9/23/2014	BRTB 60-9506-38; CAMPO 09-3; HEPMPO W2014-05; RU Environmental; SWMPO 6-1; TPB 3038; WILMAPCO 3-2
Total:				\$78,392,495.36			

Baltimore City Projects

	0003317	AX886B51	BALTO CITY-HERRING RUN GREENWAY TRAIL	1,980,000.00	L22E	11/14/2014	60-9903-29
	0001278	BC269042	Mount Street BR O Amtrak Bridge Rehab	(35,352.00)	1170	10/14/2014	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

	3314001	BC315059	RECONSTRUCT CHESAPEAKE AVE PH1 TR03325.	145,759.00	M230	10/14/2014	A3203
	3049003	BC315087	DUNDALK AVE STREETScape- EASTEN AVE	2,000,000.00	M230	8/13/2014	12-1213-11
	000B081	BC410007	ROLAND AVE AND NOTHERN PKWY IMPROVEMENTS	1,000,000.00	M230	8/12/2014	12-1213-11
	000A493	BC315084	RESURF. CURTIS AVE & ROCK GLEN RD	57,011.00	L23E	9/3/2014	
	3012011	BA949B51	052 FREDERICK BRIDGE O/AMT RR	(120.00)	Q230	8/12/2014	
	0033001	BC318021	PE WEST BALTIMORE TRAIL IMPROVEMENTS	(4,653.00)	HY10	9/23/2014	A2201
I-83	0831176	BC243088	REP VAR BRIDGES/SAFETY IMP GAY ST-41 ST	500,000.00	L01E	8/12/2014	12-1030-13
I-83	0831177	BC316005	I-83 @ 28TH ST EMERGENCY REPAIRS.	(46,954.00)	L05E	7/14/2014	
	1191023	BC314012	REPLACE POTEE ST. BRIDGE.	16,766.00	H110	3/20/2015	H1A04
	1191025	BC315058	RESURF HANOVER ST BR OVE MIDDLE RIVER.	(118,623.00)	Q230	9/23/2014	A2303
	1191028	BC315061	RECONS. CALVERT ST FR LOMBARD - BALTIMORE	(4,928.00)	L23E	9/23/2014	A23005
	1454001	BC322002	PE LIBERTY HEIGHTS AVE & DRUID HILL PARK	(10,932.00)	HY10	9/23/2014	60-1001-99
	3069013	BC269079	REPL 2 HOWARD ST ARCH BR BEARINGS	50,000.57	L23E	8/12/2014	12-1030-13
	3012011	BC269052	052 FREDERICK BRIDGE O/AMT RR	(194,300.00)	Q100	9/23/2014	
	3211001	BC315042	RESURFACE RADECKE STREET.	(17,242.00)	H770	9/23/2014	A3303
	3012014	BC315036	RESURF. FREDERICK AVE FR FONTHILL-BENTAL	2,952.00	M23E	4/27/2015	A3904
	3012015	BC269074	REPL FREDERICK AVE BR OVER GWYNN FALLS	5,000,000.00	M001	8/13/2014	12-1030-13

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

3017018	BC315044	RESURF. REISTERSTOWN RD.	52,245.00	L230	3/20/2015	12-1213-11
3034012	BC315076	RESURFACING SINCLAIR LANE TO MACON ST	(77,739.00)	L23E	8/28/2014	
3069012	BC311214	I83 & AMTRAK CLEAN/PAINT, MINOR REPAIRS	245,719.00	M23E	3/20/2015	
3069013	BC269079	REPL 2 HOWARD ST ARCH BR BEARINGS	757.43	M230	8/12/2014	12-1030-13
3071005	BC315108	RECONST CHARLES ST-25TH ST TO UNIV PKWY	5,000,000.00	M001	8/12/2014	12-1110-11
3158002	BC315015	UPGRADE TURN SIGNALS	(103,679.00)	L23E	9/23/2014	A2303
2341017	BC315003	LIBERTY HGTS-POWDERMILL- CALLOWAY	(11,935.00)	33C0	9/23/2014	
0928003	BC440001	Druid Hill Park Neighborhood Access Program	243,382.00	HY10	3/31/2015	12-1213-11
2005999	BC317011	SANDTOWN WINDCHESTER URBAN YOUTH CORPS TRAINING FY05	(4,707.00)	H230	7/8/2014	
0928003	BC440001	Druid Hill Park Neighborhood Access Program	1,036,621.00	LY10	3/31/2015	12-1213-11
0468002	BC315079	Reconstruct East North Ave. from Aisquith St. to Washington St. - Preliminary Engineering-	117,301.00	HY10	10/22/2014	12-1213-11
4311001	BC318019	National Aquarium - Center for Aquatic Life and Conservation. -PE-	(1,841.00)	HY20	9/23/2014	A2201
000A750	BC315106	Pavement Management System - - - - Preliminary Engineering	310,000.00	H230	8/12/2014	A2203
0001926	BC314014	Emergency Safety Enhancements for Water Taxi -PE-	(3,165.00)	H660	9/23/2014	A27-2
3069011	BC269049	HOWARD ST BR/ JFX & AMTRAK, PE	(19,667.00)	1180	9/23/2014	

APPENDIX B – SHA Obligated Projects, July 2014 to June 2015

3057005	BC315075	CENTRAL AVENUE FROM LANCASTER STREET TO 200 FT. NORTH OF MADISON STREET INCLUDING THE HARBOR POINT BRIDGE -P.E. FOR RECONSTRUCTION	281,879.78	M230	9/23/2014	12-1205-12
0003209	BC319013	Baltimore City Traffic Management Center Operations FY12	(77,668.00)	L40E	9/23/2014	60-9504-04
P003277	BC319025		1,250,000.00	M230	8/12/2014	
Total:			\$18,556,888.78			
Grand Total:			\$480,511,617.26			

APPENDIX C - MTA Obligated Projects, July 2014 – June 2015

Baltimore Region Federal Aid Obligations for FY 2015 Maryland Transit Administration 7/01/2014 - 6/30/2015

Project Title	State ID	Obligated Funding (\$000)	Fund Source
Bus and Rail Preventive Maintenance	Multiple	\$57,184	5307
Bus and Rail Preventive Maintenance	Multiple	\$12,502	5337
Small Urban Transit - Operating	0217	\$1,469	5307
Small Urban Transit - Capital	0217	\$490	5307
Bus and Rail System Preservation	Multiple	\$8,322	5307
MARC BWI Garage Repairs	1358	\$753	5337
RideSharing	0045	\$1,604	5307
Bus Replacement	1172	\$2,070	5307
L/R Midlife Overhaul	1153	\$13,311	5307
Total Obligated Federal Funds		\$97,705	

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS 2016-2020

Dollars in Millions

State Highway Administration (SHA)	2016*	2017	2018	2019	2020	2016-2020 TOTAL
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	\$ 605.7	\$ 792.0	\$ 721.7	\$ 675.6	\$ 1,404.5	\$ 4,199.3
FEDERAL REVENUE						
Federal Fund Balance as of 10/1/2015	\$ 243.0	\$ -	\$ -	\$ -	\$ -	\$ 243.0
Federal Core Apportioned Programs w/o HPP	\$ 609.6	\$ 622.2	\$ 635.6	\$ 650.0	\$ 665.5	\$ 3,182.9
Federal High Priority Project Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Federal Appropriations and Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
American Recovery and Reinvestment Act of 2009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal Revenue Available	\$ 852.6	\$ 622.2	\$ 635.6	\$ 650.0	\$ 665.5	\$ 3,425.9
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	\$ 832.9	\$ 1,025.5	\$ 1,042.8	\$ 880.1	\$ 816.7	\$ 4,598.0
Total State Revenue Available	\$ 832.9	\$ 1,025.5	\$ 1,042.8	\$ 1,530.1	\$ 1,482.2	\$ 5,913.5
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	\$ 2,291.2	\$ 2,439.7	\$ 2,400.1	\$ 2,855.7	\$ 3,552.2	\$ 13,538.7
SHA REVENUE USES (ARRA Included)						
MAJOR PROJECTS (includes D&E)						
Primary	\$ 200.3	\$ 291.9	\$ 306.0	\$ 200.0	\$ 155.5	\$ 1,153.7
Secondary	\$ 61.1	\$ 92.0	\$ 90.9	\$ 86.0	\$ 95.7	\$ 425.7
Interstate	\$ 52.3	\$ 80.2	\$ 125.5	\$ 149.6	\$ 146.7	\$ 554.3
Woodrow Wilson	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Change Orders	\$ 15.5	\$ 29.5	\$ 23.3	\$ 21.0	\$ 18.4	\$ 107.7
Reimbursables	\$ 15.0	\$ 24.0	\$ 18.0	\$ 20.0	\$ 15.0	\$ 92.0
Total Major Projects	\$ 344.2	\$ 517.6	\$ 563.7	\$ 476.6	\$ 431.3	\$ 2,333.4
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	\$ 8.4	\$ 5.2	\$ 5.0	\$ 4.9	\$ 5.1	\$ 28.6
Crash Prevention	\$ 21.7	\$ 17.3	\$ 15.1	\$ 9.6	\$ 9.4	\$ 73.1
Median Guardrail & End Treatment	\$ 6.0	\$ 4.5	\$ 4.4	\$ 0.5	\$ -	\$ 15.4
ADA Retrofit	\$ 12.3	\$ 11.7	\$ 7.5	\$ 7.5	\$ 7.5	\$ 46.5
RailRoad Safety & Spot	\$ 4.2	\$ 2.9	\$ 2.9	\$ 2.8	\$ 2.8	\$ 15.6
Drainage	\$ 29.4	\$ 25.0	\$ 24.1	\$ 12.4	\$ 13.4	\$ 104.3
Emergency	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 3.4
Safety & Spot Improvements	\$ 43.5	\$ 40.6	\$ 37.4	\$ 33.4	\$ 34.2	\$ 189.1
Resurfacing & Rehabilitation	\$ 302.8	\$ 314.1	\$ 275.4	\$ 187.8	\$ 176.0	\$ 1,256.1
Sidewalks	\$ 4.6	\$ 5.5	\$ 5.1	\$ 5.0	\$ 5.0	\$ 25.2
Bridge Replace & Rehab.	\$ 169.7	\$ 186.3	\$ 195.2	\$ 157.7	\$ 136.0	\$ 844.9
Park-n-Ride	\$ 3.4	\$ 4.0	\$ 2.9	\$ 2.9	\$ 2.9	\$ 16.1
Urban Reconstruction	\$ 56.0	\$ 63.5	\$ 64.8	\$ 52.5	\$ 46.7	\$ 283.5
Traffic Management	\$ 66.4	\$ 64.4	\$ 42.3	\$ 32.2	\$ 32.0	\$ 237.3
CHART (ITS Program)	\$ 21.4	\$ 21.7	\$ 22.6	\$ 13.2	\$ 12.6	\$ 91.5
Intersection Capacity	\$ 18.0	\$ 26.0	\$ 19.8	\$ 10.0	\$ 8.2	\$ 82.0
Bicycle Retrofit	\$ 5.5	\$ 2.9	\$ 2.2	\$ 2.0	\$ 4.1	\$ 16.7
TMDL Compliance	\$ 64.6	\$ 74.0	\$ 123.2	\$ 109.7	\$ 108.1	\$ 479.6
Retrofit Sound Barriers	\$ 17.2	\$ 12.3	\$ 2.3	\$ 2.2	\$ 2.3	\$ 36.3
Unallocated ARRA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total S, CR and CE	\$ 855.7	\$ 882.6	\$ 852.9	\$ 647.0	\$ 607.0	\$ 3,845.2

APPENDIX D – State Highway Administration

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

Dollars in Millions

State Highway Administration (SHA)	2016*	2017	2018	2019	2020	2016-2020 TOTAL
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	\$ 27.6	\$ 26.0	\$ 25.9	\$ 26.2	\$ 25.2	\$ 130.9
Facilities, Equipment & Environmental Compliance	\$ 87.5	\$ 59.7	\$ 55.2	\$ 56.4	\$ 49.6	\$ 308.4
Truck Weight Facilities and Equipment	\$ 4.2	\$ 9.4	\$ 7.2	\$ 5.7	\$ 5.0	\$ 31.5
Access Controls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Enhancements Program	\$ 11.9	\$ 16.7	\$ 16.6	\$ 16.0	\$ 15.7	\$ 76.9
State Aid in Lieu to Locals	\$ 4.9	\$ 4.9	\$ 4.9	\$ 4.9	\$ 5.9	\$ 25.5
Major IT Projects	\$ 9.0	\$ 7.5	\$ 6.4	\$ 6.2	\$ 5.8	\$ 34.9
Total Other System Preservation	\$ 145.1	\$ 124.2	\$ 116.2	\$ 115.4	\$ 107.2	\$ 608.1
Subtotal of SHA Uses						
	\$ 1,345.0	\$ 1,524.4	\$ 1,532.8	\$ 1,239.0	\$ 1,145.5	\$ 6,786.7
DEBT SERVICE						
GARVEE Debt Service	\$ 63.4	\$ 87.5	\$ 87.5	\$ 87.5	\$ 51.4	\$ 377.3
Total Debt Service	\$ 63.4	\$ 87.5	\$ 87.5	\$ 87.5	\$ 51.4	\$ 377.3
OTHER						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 4.0
Local Bridge Program	\$ 12.5	\$ 13.2	\$ 13.4	\$ 13.7	\$ 14.1	\$ 66.9
Baltimore City Federal Aid	\$ 31.6	\$ 32.2	\$ 32.9	\$ 33.6	\$ 34.4	\$ 164.7
Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Non-Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to Schools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ 1.1	\$ 1.1	\$ 1.1	\$ -	\$ -	\$ 3.3
CMAQ to MDOT/Modals	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.9	\$ 224.1
Other Transfers to MDOT/Modals	\$ -	\$ 14.0	\$ 11.2	\$ 31.8	\$ -	\$ 57.0
ARRA funding for Baltimore City Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA funding for Local Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 90.8	\$ 106.1	\$ 104.2	\$ 124.7	\$ 94.2	\$ 520.0
TOTAL REVENUE USES	\$ 1,499.2	\$ 1,718.0	\$ 1,724.5	\$ 1,451.2	\$ 1,291.1	\$ 7,684.0
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	\$ 792.0	\$ 721.7	\$ 675.6	\$ 1,404.5	\$ 2,261.1	\$ 5,854.7
ARRA funding for SHA Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: These categories generally reflect the SAFETEA-LU and MAP-21 federal authorization programs. The current MAP-21 authorization modifies the names of programs at FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2016 and FFY2018 for a given program.

* FY 2016 is for informational purposes only; STIP covers FY 2017- FY 2020

APPENDIX D – State Highway Administration

MARYLAND STATE HIGHWAY ADMINISTRATION					
ADVANCE CONSTRUCTION (AC) FORECAST					
(Dollars in Millions)					
SFY	2016	2017	2018	2019	2020
AC Beginning Balance	605.7	792	721.7	675.6	1,405.30
New AC - Planned	1,185.80	1,074.70	1,103.60	1,696.40	1,717.10
New AC - Managed	440.4	499.7	572.7	574.8	483.7
AC Sub-Total	2,231.90	2,366.40	2,398.00	2,946.80	3,606.10
Less: AC Conversions - Planned	-999.5	-1,145.00	-1,149.70	-967.5	-860.7
Less: AC Conversions - Managed	-440.4	-499.7	-572.7	-574.8	-483.7
Ending AC Balance	792	721.7	675.6	1,404.50	2,261.70

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

* FY 2016 is informational purpose; STIP covers FY 2017 - FY 2020.

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward line on page 116 (See Fiscal Constraint Table).

APPENDIX D – State Highway Administration

Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from line 115 on page 1 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 10/1/2015** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/1/2015.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT’s FAST Act summary of apportionment tables dated January 8, 2016.
- **Federal High Priority Project Funding** - After the expiration of SAFETEA-LU, no HPP were included in subsequent funding bills and, therefore, no allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount corresponds to “Special Funds” on the SHA divider page in CTP.

SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total for major projects and matches the sum of “Construction Program” plus “Development and Evaluation Program” as shown in the SHA portion of the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, and the total matches that shown for “Safety, Congestion Relief and Community Enhancements” on the SHA divider page in the CTP.
 - **Environmental Preservation** – This fund provides for design and construction of roadside landscape features, reforestation plantings, critical area mitigation, wetland and stream permitting and mitigation, and other environmental restoration/preservation efforts associated with Capital Program delivery.
 - **Crash Prevention** – This fund includes roundabouts, minor geometric improvements, capital remedial improvements, and general corridor improvements.
 - **Median Guardrail and End Treatment** – This fund includes traffic barrier improvements.
 - **ADA Retrofit** – This fund includes sidewalks, crosswalks, and ramp retrofit improvements to address compliance and avoid sanctions.
 - **Railroad Safety and Spot** – This fund includes safety improvements at railroad crossings.
 - **Drainage** – This fund includes improvements to areas of recurring flood damage or road closures.
 - **Emergency** – This fund includes work performed as a result of major storm damage, slope failures, or other unforeseen roadway or bridge emergencies.
 - **Safety and Spot Improvements** – This fund includes safety improvements at high accident locations, intersection capacity improvements, slide repairs, roundabouts, and ramp modifications.

APPENDIX D – State Highway Administration

- **Resurfacing and Rehabilitation** – This fund includes resurfacing improvements, including concrete patching, joint sealing, and pavement markings.
- **Sidewalks** – This fund includes the construction of retrofit sidewalks along state highways and the reconstruction/replacement of existing sidewalks if part of a revitalization effort in an officially designated urban revitalization area.
- **Bridge Replace and Rehab** – This fund includes bridge replacements, deck replacement, major rehabilitations, deck overlays, parapet modifications, bridge repainting/spot painting, and all structure condition inspections.
- **Park-n-Ride** – This fund includes park and ride lot expansions, repairs, and lighting.
- **Urban Reconstruction** – This fund includes the rehabilitation of roads through urban areas including pavement and drainage reconstruction.
- **Traffic Management** – This fund includes new signals, signal system construction, signal reconstruction, raised pavement markers, lighting, and signage.
- **CHART (ITS Program)** – This fund includes installation of advanced traffic management systems (ATMS) and advanced traffic information system (ATIS) technologies on interstates and arterials statewide.
- **Intersection Capacity** – This fund includes geometric improvements to improve mobility at congested intersections.
- **Bicycle Retrofit** – This fund includes construction and reconstruction of roadway shoulders, road markings for bicycles, fixing potholes, and construction of off-road trails parallel to existing roadways.
- **TMDL Compliance** – This fund includes planning, designing, and construction of stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties to meet US Environmental Protection Agency’s Chesapeake Bay TMDL requirements by 2020.
- **Retrofit Sound Barriers** – This fund includes retrofits to sound barriers along existing highways, barrier rehabilitation, and noise berms.
- **Other System Preservation** - The total matches that shown for “Other System Preservation” and “Reimbursables” as shown on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as “TOTAL” on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects.

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

APPENDIX E
Statewide Financial Constraint Summary Table and Explanation

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

Dollars in Millions

	Prior	2017	2018	2019	2020	2017 - 2020 TOTAL
RESOURCES AVAILABLE						
STATE REVENUE						
State Motor Fuel Taxes		\$ 1,166	\$ 1,227	\$ 1,292	\$ 1,325	\$ 5,010
Registration and MVA Fees		384	382	392	390	1,548
Vehicle Titling Taxes		876	896	915	932	3,619
Corporate Income Taxes		161	168	175	181	685
Rental Car Sales Tax		32	34	35	37	138
Miscellaneous Motor Vehicle Fees		298	303	309	315	1,225
Total Taxes and Fees		\$ 2,917	\$ 3,010	\$ 3,118	\$ 3,180	\$ 12,225
DEDUCTIONS						
To Other Agencies		65	67	69	70	271
MDOT Program and Fees (a)		797	863	932	968	3,560
MVA Cost Recovery (b)		208	212	217	221	858
Net Transportation Revenues		\$ 1,847	\$ 1,868	\$ 1,900	\$ 1,921	\$ 7,536
9.6% to Local Governments		177	179	183	184	723
HUR Restoration (Pending Legislation)		-	101	150	200	451
90.4% to the Department (MDOT) (c)		1,670	1,588	1,567	1,537	6,362
Subtotal to the Department (a+b+c)		\$ 2,675	\$ 2,663	\$ 2,716	\$ 2,726	\$ 10,780

APPENDIX E
Statewide Financial Constraint Summary Table and Explanation

OPERATING REVENUES

Maryland Port Administration	50	50	51	52	203
Maryland Transit Administration	174	189	194	208	765
Maryland Aviation Administration	<u>225</u>	<u>230</u>	<u>234</u>	<u>237</u>	<u>926</u>
Total Operating Revenues	\$ 449	\$ 469	\$ 479	\$ 497	\$ 1,894

MISCELLANEOUS

Investment Income	2	2	2	2	8
Federal Operating Assistance	97	97	97	97	388
Miscellaneous Revenue	44	48	50	30	172
Reimbursements/GO Bonds (WIP)	1	101	101	2	205
Reserve for Changes in Revenue Sources	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Miscellaneous	\$ 144	\$ 248	\$ 250	\$ 131	\$ 773

TOTAL REVENUES	\$ 3,268	\$ 3,380	\$ 3,445	\$ 3,354	\$ 13,447
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RECEIPTS

Transfers between TTF & MDTA/GF	-	-	-	-	-
Bond Sales	685	860	565	465	2,575
Funds from Rollover - Fund Balance	<u>-</u>	<u>-</u>	<u>(25)</u>	<u>-</u>	<u>(25)</u>
TOTAL REVENUES AND RECEIPTS	\$ -	\$ 3,953	\$ 4,240	\$ 3,819	\$ 15,997

APPENDIX E
Statewide Financial Constraint Summary Table and Explanation

	Prior	2017	2018	2019	2020	2017 - 2020 TOTAL
EXPENDITURES						
Debt Service Payments		\$ 310	\$ 354	\$ 344	\$ 340	\$ 1,348
Operating and Maintenance Expenditures		1,923	1,992	2,040	2,108	8,063
State Dollars Available for Capital Projects	-	<u>1,720</u>	<u>1,894</u>	<u>1,601</u>	<u>1,371</u>	<u>6,586</u>
Total Expenditures	\$ -	\$ 3,953	\$ 4,240	\$ 3,985	\$ 3,819	\$ 15,997
Non-Surface Transportation State Dollars		347	357	294	192	1,190
Maryland Transit Administration State Dollars		217	363	289	201	1,070
WMATA State Dollars		154	156	165	173	648
State Highway Administration State Dollar		<u>1,002</u>	<u>1,026</u>	<u>861</u>	<u>804</u>	<u>3,693</u>
Total State Dollars for Capital Projects		\$ 1,720	\$ 1,902	\$ 1,609	\$ 1,370	\$ 6,601
State Revenues Minus Expenditures		\$ -	\$ (8)	\$ (8)	\$ 1	\$ (15)
	Prior	Fy 17	FY 18	FY 19	FY 20	2017-2020 TOTAL
FTA Federal Dollars						
Urbanized Area Formula		105	100	121	104	430
New Starts, Fixed Guideway, Modernization & Bus		41	42	42	30	155
Elderly and Persons with Disabilities		5		7		12
Congestion Mitigation/Air Quality (CMAQ)		45	45	45	45	179
Surface Transportation Program (STP)						-
Rural Area Formula		<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>20</u>
Total FTA Federal Dollars Available		201	192	220	184	797

APPENDIX E
Statewide Financial Constraint
Summary Table and Explanation
Explanation of Fiscal Constraint Worksheet – MDOT Statewide

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to \$12.2 billion over the next 4 years. Such revenue includes motor fuel tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues (HUR). This is the 9.6% that goes directly to Baltimore City and the Counties and Municipalities. In addition to the HUR distribution required by law, the Department has reserved funds in an amount sufficient to enable the Governor to restore local HUR. Restoration requires legislative approval. The sum of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately \$1.3 billion over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately \$8.1 billion over the four-year period. This leaves \$6.7 billion available in state dollars for the capital program.

The \$6.7 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately \$899 million. MTA and WMATA receive approximately \$1.7 billion, while SHA receives \$3.7 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department over from 2017-2020.

Federal Highway Dollars

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

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation


SHA Resource Uses

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

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

APPENDIX F

Eastern Federal Lands Division Projects

 FY2016 - FY2019 Transportation Improvement Program Federal Highway Administration Eastern Federal Lands Highway Division Mid-Year Update (Reflects Additional Projects Since October 1, 2015)														Last Printed: 10/16/16
PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION	
MD -- Maryland														
FW_FATU_16(3)	FY2016	MD	Anne Arundel	Patuxent Research Refuge	Rehab Wildlife Loop (South) from Duval Bridge Road to 300' south of Little Patuxent River bridge	3RL	OTHER	TBD	Title 23	EFLHD	In Design	MD-04	FWS_R6	
NP_BAWA_1(4)_2(4)	FY2016	MD	Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway, I-495 to approx Beaver Dam Rd	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NIC	
CATO_11(2)	FY2017	MD	Frederick	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	MD-06	NPS_NIC	
CATO_300(1)	FY2017	MD	Frederick	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRPP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-06	NPS_NIC	
NP_ANTI_TRL(1)	FY2017	MD	Washington	Antietam National Battlefield	Replace 4850 ft sq of pad, pathway & 3500 ft sq of exposed agg. surface on Burnside Bridge	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	MD-06	NPS_NIC	
SUIT_1(2)_2(2)	FY2017	MD	Prince George's	National Capital Park-East	Improve Ped Cross at SUIT Pkwy & Forestville Rd incl sidewalk, signals, lights, signing, pvmnt markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	In Design	MD-05	NPS_NIC	
BAWA_1A26_E20	FY2016	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197.	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NIC	
GREE_11(1)	FY2016	MD	Prince George's	Greenbelt Park	Main Entrance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRPP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NIC	
GWMP_6(1)_7(2)	FY2016	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill and overlay includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_NIC	
NP_BAWA_1(5)_2(6)	FY2016	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, approx Beaver Dam Rd to MD 197.	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	MD-05	NPS_NIC	
SO_NP_ASIS_221058	FY2016	MD	Worcester MD and Accomack VA	Assateague Island National Seashore	FY 16 Pavement Preservation of Routes 011, 012 and 910	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	NPS	Planned	MD-02	NPS_NE	

Approval signature is shown on the first page packet only.
This listing reflects all newly identified and programmed and/or modified projects as of March 10, 2016 - Changes highlighted in green.

APPENDIX G
Draft 2017 SPR Information

<u>STUDY NUMBER</u>	<u>PROGRAM VOLUME</u>	<u>ESTIMATED STATEWIDE PLANNING COST (Participating)</u>
	<u>MAPPING</u>	
SP416A45 SP416B45	Mapping Team/Mapping Development & Support	\$642,790
	<u>TRAFFIC</u>	
SP416A4C SP416B4C	Traffic Monitoring System (TMS) Program	\$2,047,288
	<u>HIGHWAY STATISTICS</u>	
SP416A49 SP416B49	State and Local Highway, Data Collection, Analysis and Distribution	\$849,501
SP416A4B SP416B4B	Highway Management Information System (HMIS) Coordination	\$1,999,852
SP416A4G SP416B4G	eGIS Support and GIS Application Development	\$1,800,000
SP416A4H SP416B4H	Geospatial Support and Data Development	\$882,902
	TOTAL PART I - PLANNING	\$8,222,333

APPENDIX H

Federal Funding Sources

Federal-aid Highway Funding

1. Appalachia Development (ADHS) – The Appalachia Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.
2. Bridge (BR) – The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
3. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
4. Federal Lands Highway Program (FLHP) – The FLHP provides funding for transportation on federally managed lands such as national park roads and parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs.
5. High Priority Projects (HPP) – The US Congress has identified and allocated a specific amount of money for specific projects considered to be a high priority. These dollars are in addition to formula and other allocated dollars.
6. Interstate Maintenance (IM) – The IM program provides funding for resurfacing, restoring, rehabilitating, and reconstruction (4R) most routes on the Interstate System.
7. National Highway System (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances NHS funds may also be used to fund transit improvements in NHS corridors.
8. Surface Transportation Program (STP) – The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
9. National Highway Performance Program (NHPP)
10. Highway Safety Improvement Program (HSIP)
11. Statewide Planning and Research (SPR)
12. Transportation Alternatives Program (TAP)

APPENDIX H

Federal Funding Sources

Federal-aid Transit Funding

1. Planning Programs, Section Section 5303, 5304, 5305 – Provides planning funds for State Departments of Transportation for Statewide Planning.
2. Transit Urbanized Area Formula Program, Section 5307 – Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.
3. Bus Facility and Bus Programs, Sections 5309 and 5318 – Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.
4. Capital Investment Grants “New Starts,” Section 5309 – This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of \$75 million or less (Small Starts).
5. Safety-LU Formula Program for Elderly Persons and Persons with Disabilities, Section 5310 – provides funding through a formula program to increase mobility for the elderly and persons with disabilities.
6. MAP-21 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
7. Transit Funds for Areas Other Than Urbanized Areas, Section 5311 – Provides capital and operating assistance for rural and small urban public transportation systems.
8. Safety-LU Job Access and Reverse Commute (JARC), Section 5316 – Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.
9. New Freedom Program, Section 5317 – To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Section 5317 provides a new formula grant program for associated capital and operating costs.
10. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
11. Preventive Maintenance Project Type – Provides funding for preventive maintenance based on grant programs that have a capital component.
12. Section 5337 State of Good Repair
13. Section 5339 Bus and Bus Facilities Formula

APPENDIX I - GLOSSARY

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

APPENDIX J

The Statewide Transportation Improvement Program (STIP) contains Statewide and Rural federally funded projects that can be found within the following 7 Metropolitan Planning Organizations:

- Baltimore Metropolitan Planning Organization includes projects found in the following areas; Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City. To view all projects located within this MPO please visit, <http://baltometro.org/plans/short-range-transportation-planning>
- Washington Metropolitan Planning Organization includes projects found in the following areas; Frederick, Montgomery, Prince George's and Charles Counties. To view all projects located within this MPO please visit, <http://www.mwcog.org/clrp/projects/tip/>
- Wilmington Metropolitan Planning Organization includes projects found in the following area, Cecil County. To view all projects located within this MPO please visit, <http://www.wilmapco.org/tip/>
- Calvert-St. Mary's Metropolitan Planning Organization includes projects found in the following area, Calvert, St. Mary's County. To view all projects located within this MPO please visit, <http://www.calvert-stmarysmpo.com/155/Transportation-Improvement-Program-TIP>
- Cumberland Metropolitan Planning Organization includes projects found in the following area; Allegany County. To view all projects located within this MPO please visit, <http://gov.allconet.org/mpo/docs.html#tip>
- Hagerstown Metropolitan Planning Organization includes projects found in the following area, Washington County. To view all projects located within this MPO please visit, http://www.hepmpo.net/planning_docs/index.shtm#tip
- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area, Wicomico County. To view all projects located within this MPO please visit, <http://www.swmpo.org/tip.html>

APPENDIX J

MTA Projects Found Within Most Recent TIPs

06/01/2016

BALTIMORE

TIP/Project Title	TIP #	TIP Page #	TIP Year
MARC Rolling Stock Overhauls and Replacement	70-1501-53	239	2017-2020
MARC Improvements	70-1502-54	241	2017-2020
MARC Facilities	70-1503-55	243	2017-2020
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	245	2017-2020
Urban Transit Systems - Capital	40-1602-05	248	2017-2020
Urban Transit Systems - Operating	40-1603-05	251	2017-2020
Small Urban Transit Systems - Capital	40-9502-05	253	2017-2020
Ridesharing	40-9901-01	256	2017-2020
Bus & Rail System Preservation	40-0015-64	258	2017-2020
Small Urban Transit Systems - Operating	40-0104-61	260	2017-2020
Light Rail Mid-Life Overhaul	40-1001-64	262	2017-2020
Kirk Bus Facility Replacement - Phase 1	40-1203-65	264	2017-2020
Bus & Rail Preventive Maintenance	40-1204-65	267	2017-2020
Metro Railcar and Signaling Systems Rehab and Replacements	40-1403-64	269	2017-2020
Seniors and Individuals with Disabilities	40-1502-69	272	2017-2020
Rural Transit Systems - Operating	40-9204-61	274	2017-2020

WASHINGTON

TIP/Project Title	TIP #	TIP Page #	TIP Year
MARC Improvements	6400	M-25	2015-2018
Corridor Cities Transitway (CCT)	3468	M-25	2015-2018
Large Urban Systems Capital	2713	M-25	2015-2018
MARC Rolling Stock Overhauls and Replacements	6401	M-26	2015-2018
MARC Washington Mid-Day Storage	5484	M-26	2015-2018
Purple Line	2795	M-26	2015-2018
Ridesharing	3760	M-25	2015-2018
Small Urban Systems - Operating	2594	M-27	2015-2018
Rural Transit - Capital Assistance	2602	M-27	2015-2018
Rural Transit - Operating Assistance	2853	M-27	2015-2018
Small Urban Systems - Capital	3012	M-27	2015-2018

WILMINGTON

TIP/Project Title	TIP #	TIP Page #	TIP Year
MARC Maintenance Facility	N/A	3-7	2017-2020
Small Urban Transit System - Capital Assistance	N/A	3-9	2017-2020
Small Urban Transit System - Operating - Assistance	N/A	3-9	2017-2020

CUMBERLAND

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System - Operating	N/A	24	2014-2017
Small Urban Transit System - Capital	N/A	25	2014-2017

APPENDIX J

HAGERSTOWN

TIP/Project Title	TIP #	TIP Page #	TIP Year
Operating Assistance - Section 5307	WT2017-01.1	N/A	2017-2020
Capital Assistance - Preventive Maintenance	WT2017-02.1	N/A	2017-2020
Capital Assistance - ADP Hardware	WT2017-02.2	N/A	2017-2020
Capital Assistance - Vehicle Lift System	WT2017-02.3	N/A	2017-2020
Capital Assistance - Pressure Washer For Bus	WT2017-02.4	N/A	2017-2020
Capital Assistance - Route Match Notification System	WT2017-02.5	N/A	2017-2020
Capital Assistance - Fuel Monitoring System	WT2017-02.6	N/A	2017-2021
Capital Assistance -Small Paratransit Bus 504	WT2017-02.7	N/A	2017-2021
Capital Assistance - Section - Section 5339	WT2017-03.1	N/A	2017-2020
5310 Capital and Operating Assistance - Preventive Maintenance	WT2017-04.1	N/A	2017-2020
5310 Capital and Operating Assistance - Sm Bus Replacement	WT2017-04.2	N/A	2017-2020
5310 Capital and Operating Assistance - Mobility Management	WT2017-04.3	N/A	2017-2020
5310 Operating Assistance	WT2017-04.4	N/A	2017-2020

SALISBURY/WICOMICO

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System - Operating	SW14_CAP_1	15	2017-2020
Small Urban Transit System - Capital	SW14_OP_1	17	2017-2020

CALVERT/ST. MARY'S

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System Capital - Calvert County	C-2015-10	17	2015-2018
Rural Urban Transit System Operating - Calvert County	C-2015-11	18	2015-2018
Small Urban Transit System Capital - St. Mary's	S-2015-13	19	2015-2018
Rural Urban Transit System Operating - St. Mary's	S-2015-14	20	2015-2018
Small Urban Transit System Capital - Calvert/St. Mary's Section 5310	CS-2015-15	21	2015-2018
Ridesharing – Calvert County Transit	C-2015-16	Amendment	2015-2018

STATEWIDE

TIP/Project Title	STIP #	Page #	TIP Year
Bus and Bus Facilities for Rural Areas	MTA-2017-03	136	2017-2020
Capital program Assistance to Private Non-Profit Agencies for the Transportation of Elderly & Persons with Disabilities	MTA-2016-01	134	2017-2020
Capital and Operating Assistance to Rural Transit Systems	MTA-2017-02	135	2017-2020

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

2016 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2017-01

Capital/Operating Project Number(s): 0210

Project Title:

Capital and Operating Program Assistance to Private Non-profit Agencies for the Transportation of Elderly and Persons with Disabilities.

Description:

An ongoing program to provide private non-profit agencies for the transportation of elderly and persons with disabilities.

Federal Funds

Preventive Maintenance Capital = \$165

Small Bus Replacement Capital = \$432

Mobility Management Capital = \$259

Total \$856

Federal Funds

Operating = \$151

- -

Total = \$151

Justification:

This program will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit dependant populations beyond traditional public transportation.

Section 5311 Formula Program

Phase	Planned Obligations										Overmatch	Project Totals
	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												\$ -
PE												\$ -
ROW												\$ -
CON	\$ -	\$ -										\$ -
OTH	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300		\$ 7,500
Totals	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ -	\$ 7,500

* FY 2016 is informational purpose; STIP covers FY 2017 - FY 2020.

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

2016 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2017-02

Capital/Operating Project Number(s): 0218

Project Title:

Capital and Operating Program Assistance to Rural Transit Systems

Description:

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

Justification:

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

Section 5311 Formula Program

Phase	Planned Obligations										Overmatch	Project Totals
	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												\$ -
PE												\$ -
ROW												\$ -
CON												\$ -
OTH	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300		\$ 7,500
Totals	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ 1,200	\$ 300	\$ -	\$ 7,500

* FY 2016 is informational purpose; STIP covers FY 2017 - FY 2020.

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

2016 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2017-03

Capital Project Number(s): N/A

Project Title:

Bus and Bus Facilities for Rural Areas

Description:

Provide Capital funding to replace, rehabilitate and purchase buses and related equipment to construct bus related facilities.

Justification:

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

Section 5339 - Bus and Bus Facilities

Phase	Planned Obligations										Overmatch	Project Totals
	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												\$ -
PE												\$ -
ROW												\$ -
CON	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281		\$ 7,013
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Totals	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ -	\$ 7,013

* FY 2016 is informational purpose; STIP covers FY 2017 - FY 2020.

APPENDIX L – SHA Rural Projects (Statewide)

GROUPED PROJECTS DETAILED DESCRIPTION

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

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

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

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

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

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

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

APPENDIX L – SHA Rural Projects (Statewide)

Project Category	Project Type
1) ENVIRONMENTAL PROJECTS State Fund(s): 24, 25, 26, 49, 74, 82, 88	<ul style="list-style-type: none"> Landscaping Wildflower seeding Reforestation/tree planting Scenic beautification Rest areas Noise abatement Noise barriers (construction, retrofitting, rehabilitation) Noise berms (construction, retrofitting, rehabilitation) Environmental compliance Drainage improvements (areas of flooding, road closures) Total maximum daily load for stormwater management Bicycle retrofitting ADA improvements Recreational trails Pedestrian/bicycle improvements
1a) TRANSPORTATION ALTERNATIVES* State Fund(s): 25 <i>* separated for Baltimore and Washington regions only, otherwise included in Environmental Projects category</i>	<ul style="list-style-type: none"> Bicycle/pedestrian improvements Historic transportation facility rehabilitation Conversion/use of abandoned railway corridors Transportation-related archeological activities Highway runoff-related water pollution mitigation Safe Routes to School program National Recreational Trails projects Urban greenways Landscaping
2) SAFETY & SPOT IMPROVEMENTS State Fund(s): 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 80, 85, 87	<ul style="list-style-type: none"> Truck weigh stations Rest areas Crash prevention Guardrail improvements ADA improvements Drainage improvements Major storm damage repairs Slope repairs Sinkhole repairs Unforeseen roadway/bridge emergency repairs Safety improvements Intersection capacity improvements/realignment Geometric improvements Roundabouts Ramp modifications Railroad crossings Bypass lanes Acceleration/deceleration lanes Turn lanes Pavement marking Joint sealing Bridge inspection Safe Routes to School program

APPENDIX L – SHA Rural Projects (Statewide)

<u>Project Category</u>	<u>Project Type</u>
3) RESURFACING & REHABILITATION State Fund(s): 77	Resurfacing Concrete patching Joint sealing Pavement marking Milling Patchwork ADA improvements Guardrail improvements
4) BRIDGE REPLACEMENT & REHABILITATION State Fund(s): 80	Substructure replacement/rehabilitation Superstructure replacement/rehabilitation Deck replacement/rehabilitation Deck overlay Parapet modification/reconstruction Painting (spot, comprehensive) Cleaning Bridge inspection
5) URBAN RECONSTRUCTION & REVITALIZATION State Fund(s): 83, 84	Pavement reconstruction (milling, resurfacing) Drainage reconstruction Pavement marking Bicycle/pedestrian improvements ADA improvements Sidewalks Curbs and gutters Streetscaping Street furniture Signage Lighting Landscaping Urban amenity improvements
6) CONGESTION MANAGEMENT State Fund(s): 81, 86	Variable message signs Traffic management video (CCTV) Traffic management detectors Signal systematization/remote timing Permanent CHART congestion monitoring systems Local jurisdiction ITS deployment Park-and-ride lots (construction, expansion, lighting)

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Non-Metropolitan Regionally Significant and Areawide Projects - Base Funding

RURAL PROJECTS TOTAL									
Rural Projects Total									
Phase	≤ FY 2016	in STIP					Total	Federal Funding	
		FY 2017	FY 2018	FY 2019	FY 2020				
PP	\$ 19,407	\$ 2,038	\$ 1,050	\$ 830	\$ 560	\$ 4,478	Balance to Complete		
PE	\$ 53,796	\$ 16,284	\$ 12,584	\$ 8,780	\$ 5,077	\$ 42,725			
RW	\$ 38,830	\$ 29,645	\$ 23,159	\$ 18,953	\$ 6,718	\$ 78,475	\$1,611,250		
CO	\$ 132,745	\$ 205,854	\$ 185,886	\$ 108,799	\$ 89,410	\$ 589,949	Total Project Cost		
Total	\$ 244,778	\$ 253,821	\$ 222,679	\$ 137,362	\$ 101,765	\$ 715,627			
<i>Fed Aid</i>	<i>\$ 119,057</i>	<i>\$ 165,608</i>	<i>\$ 160,966</i>	<i>\$ 101,220</i>	<i>\$ 80,460</i>	<i>\$ 508,254</i>	\$2,571,655		

Notes regarding "total project cost:"

- For non-areawide projects - "total project cost" includes expenditures prior to and through FY 2016; those expenditures anticipated during the FY 2017-2020 STIP; and the "balance to complete"
- For areawide projects - "total project cost" includes only those expenditures anticipated during the FY 2017-2020 STIP

STATEWIDE GRANT FUNDING

SH1601	SHRP2 R15B Identifying and Managing Utility Conflicts		• MDOT STIP #SH1601 • MDOT FY 2016-2021 CTP p A-22		Grant funding identification and management of utility conflicts.				
	Phase	≤ FY 2016	in STIP				Total	Federal Funding	
			FY 2017	FY 2018	FY 2019	FY 2020			
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete		
	PE	\$ 24	\$ 76	\$ -	\$ -	\$ -	\$ 76		SHRP 100/0
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost	
	Total	\$ 24	\$ 76	\$ -	\$ -	\$ -	\$ 76		
	<i>Fed Aid</i>	<i>\$ 24</i>	<i>\$ 76</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 76</i>	\$ 100	

SH1602	SHRP2 R11 Work Zone Impacts Analysis Tools		• MDOT STIP #SH1602 • MDOT FY 2016-2021 CTP p A-22		Grant funding work zone impacts analysis tools.				
	Phase	≤ FY 2016	in STIP				Total	Federal Funding	
			FY 2017	FY 2018	FY 2019	FY 2020			
	PP	\$ 25	\$ 175	\$ 50	\$ -	\$ -	\$ 225	Balance to Complete	SHRP 100/0
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost	
	Total	\$ 25	\$ 175	\$ 50	\$ -	\$ -	\$ 225		
	<i>Fed Aid</i>	<i>\$ 25</i>	<i>\$ 175</i>	<i>\$ 50</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 225</i>	\$ 250	

AREAWIDE PROJECTS

RU Environment	Environmental Projects		• MDOT STIP #RU Environment • MDOT FY 2016-2021 CTP p A-23		Program to provide environmental and aesthetic improvements on SHA highways.				
	Phase	≤ FY 2016	in STIP				Total	Federal Funding	
			FY 2017	FY 2018	FY 2019	FY 2020			
	PP	\$ -	\$ 200	\$ 200	\$ 150	\$ 100	\$ 650	Balance to Complete	NHPP 80/20, STP 80/20, TAP 80/20, HSIP 90/10, etc.
	PE	\$ -	\$ 500	\$ 500	\$ 400	\$ 300	\$ 1,700		NHPP 80/20, STP 80/20, TAP 80/20, HSIP 90/10, etc.
	RW	\$ -	\$ 200	\$ 200	\$ 150	\$ 100	\$ 650	\$ -	NHPP 80/20, STP 80/20, TAP 80/20, HSIP 90/10, etc.
	CO	\$ -	\$ 5,000	\$ 5,000	\$ 4,000	\$ 3,000	\$ 17,000	Total Project Cost	NHPP 80/20, STP 80/20, TAP 80/20, HSIP 90/10, etc.
	Total	\$ -	\$ 5,900	\$ 5,900	\$ 4,700	\$ 3,500	\$ 20,000		
	<i>Fed Aid</i>	<i>\$ -</i>	<i>\$ 4,720</i>	<i>\$ 4,720</i>	<i>\$ 3,760</i>	<i>\$ 2,800</i>	<i>\$ 16,000</i>	\$ 20,000	

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

AREAWIDE PROJECTS (cont'd)

RU Safety/Spot	Safety and Spot Improvements		<ul style="list-style-type: none"> • MDOT STIP #RU Safety/Spot • MDOT FY 2016-2021 CTP p A-23 					Program to provide localized improvements to address safety and/or operational issues on SHA highways.	
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ 300	\$ 300	\$ 300	\$ 200	\$ 1,100	Balance to Complete	NHPP 80/20, STP 80/20, CMAQ 100/0, HSIP 90/10, etc.
	PE	\$ -	\$ 500	\$ 500	\$ 500	\$ 400	\$ 1,900	Complete	NHPP 80/20, STP 80/20, CMAQ 100/0, HSIP 90/10, etc.
	RW	\$ -	\$ 300	\$ 300	\$ 300	\$ 200	\$ 1,100	\$ -	NHPP 80/20, STP 80/20, CMAQ 100/0, HSIP 90/10, etc.
	CO	\$ -	\$ 8,000	\$ 8,000	\$ 8,000	\$ 6,000	\$ 30,000	Total Project Cost	NHPP 80/20, STP 80/20, CMAQ 100/0, HSIP 90/10, etc.
	Total	\$ -	\$ 9,100	\$ 9,100	\$ 9,100	\$ 6,800	\$ 34,100		
	<i>Fed Aid</i>	\$ -	\$ 7,280	\$ 7,280	\$ 7,280	\$ 5,440	\$ 27,280	\$ 34,100	

RU Resurface	Resurfacing and Rehabilitation		<ul style="list-style-type: none"> • MDOT STIP #RU Resurface • MDOT FY 2016-2021 CTP p A-23 					Program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways.	
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ 100	\$ 100	\$ 80	\$ 60	\$ 340	Balance to Complete	NHPP 80/20, STP 80/20, HSIP 90/10, etc.
	PE	\$ -	\$ 4,000	\$ 3,000	\$ 3,000	\$ 1,500	\$ 11,500	Complete	NHPP 80/20, STP 80/20, HSIP 90/10, etc.
	RW	\$ -	\$ 100	\$ 100	\$ 80	\$ 60	\$ 340	\$ -	NHPP 80/20, STP 80/20, HSIP 90/10, etc.
	CO	\$ -	\$ 45,000	\$ 37,500	\$ 30,000	\$ 15,000	\$ 127,500	Total Project Cost	NHPP 80/20, STP 80/20, HSIP 90/10, etc.
	Total	\$ -	\$ 49,200	\$ 40,700	\$ 33,160	\$ 16,620	\$ 139,680		
	<i>Fed Aid</i>	\$ -	\$ 39,360	\$ 32,560	\$ 26,528	\$ 13,296	\$ 111,744	\$ 139,680	

RU Bridge	Bridge Replacement and Rehabilitation		<ul style="list-style-type: none"> • MDOT STIP #RU Bridge • MDOT FY 2016-2021 CTP p A-23 					Program to provide major upgrades to and maintenance of structures on SHA highways.	
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ 100	\$ 100	\$ 75	\$ 50	\$ 325	Balance to Complete	NHPP 80/20, STP 80/20, etc.
	PE	\$ -	\$ 5,000	\$ 5,000	\$ 3,500	\$ 2,000	\$ 15,500	Complete	NHPP 80/20, STP 80/20, etc.
	RW	\$ -	\$ 200	\$ 200	\$ 150	\$ 100	\$ 650	\$ -	NHPP 80/20, STP 80/20, etc.
	CO	\$ -	\$ 10,000	\$ 10,000	\$ 8,000	\$ 6,000	\$ 34,000	Total Project Cost	NHPP 80/20, STP 80/20, etc.
	Total	\$ -	\$ 15,300	\$ 15,300	\$ 11,725	\$ 8,150	\$ 50,475		
	<i>Fed Aid</i>	\$ -	\$ 12,240	\$ 12,240	\$ 9,380	\$ 6,520	\$ 40,380	\$ 50,475	

RU Urban Reconstruct	Urban Reconstruction		<ul style="list-style-type: none"> • MDOT STIP #RU Urban Reconstruct • MDOT FY 2016-2021 CTP p A-23 					Program to provide roadway rehabilitation on SHA highways in municipalities and urban areas.	
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ 100	\$ 100	\$ 75	\$ 50	\$ 325	Balance to Complete	NHPP 80/20, STP 80/20, etc.
	PE	\$ -	\$ 1,000	\$ 1,000	\$ 750	\$ 500	\$ 3,250	Complete	NHPP 80/20, STP 80/20, etc.
	RW	\$ -	\$ 100	\$ 100	\$ 75	\$ 50	\$ 325	\$ -	NHPP 80/20, STP 80/20, etc.
	CO	\$ -	\$ 5,000	\$ 5,000	\$ 3,750	\$ 2,500	\$ 16,250	Total Project Cost	NHPP 80/20, STP 80/20, etc.
	Total	\$ -	\$ 6,200	\$ 6,200	\$ 4,650	\$ 3,100	\$ 20,150		
	<i>Fed Aid</i>	\$ -	\$ 4,960	\$ 4,960	\$ 3,720	\$ 2,480	\$ 16,120	\$ 20,150	

RU Congestion Mgmt	Congestion Management		<ul style="list-style-type: none"> • MDOT STIP #RU Congestion Mgmt • MDOT FY 2016-2021 CTP p A-23 					Program to provide traffic control, management, and monitoring on SHA highways.	
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ 200	\$ 200	\$ 150	\$ 100	\$ 650	Balance to Complete	NHPP 80/20, STP 80/20, CMAQ 100/0, etc.
	PE	\$ -	\$ 500	\$ 500	\$ 400	\$ 300	\$ 1,700	Complete	NHPP 80/20, STP 80/20, CMAQ 100/0, etc.
	RW	\$ -	\$ 200	\$ 200	\$ 150	\$ 100	\$ 650	\$ -	NHPP 80/20, STP 80/20, CMAQ 100/0, etc.
	CO	\$ -	\$ 5,000	\$ 5,000	\$ 4,000	\$ 3,000	\$ 17,000	Total Project Cost	NHPP 80/20, STP 80/20, CMAQ 100/0, etc.
	Total	\$ -	\$ 5,900	\$ 5,900	\$ 4,700	\$ 3,500	\$ 20,000		
	<i>Fed Aid</i>	\$ -	\$ 4,720	\$ 4,720	\$ 3,760	\$ 2,800	\$ 16,000	\$ 20,000	

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

CALVERT COUNTY

CA4133	MD 2-4 Phase 2 (Fox Run Boulevard to South of Commerce Lane) Highway Reconstruction		• MDOT STIP #CA4133 • MDOT FY 2016-2021 CTP p SHA-C-1		Widen to six-lane divided highway with auxiliary lanes from Fox Run Boulevard to Commerce Lane (0.8 miles). This is Phase 2 of a five-phase project to upgrade MD 2/4 from north of Stoakley Road to south of MD 765A.		
	Phase	≤ FY 2016	in STIP				Federal Funding
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete NH-LU 100/0, NHPP 100/0
PE	\$ 2,722	\$ 434	\$ -	\$ -	\$ -	\$ 434	
RW	\$ 50	\$ 6,000	\$ 2,000	\$ 2,682	\$ -	\$ 10,682	Total Project Cost
CO	\$ -	\$ 6,557	\$ 8,531	\$ 6,063	\$ -	\$ 21,151	
Total	\$ 2,772	\$ 12,991	\$ 10,531	\$ 8,745	\$ -	\$ 32,267	
Fed Aid	\$ 1,916	\$ 434	\$ -	\$ -	\$ -	\$ 434	\$ 35,039

CA4801	MD 261 Fishing Creek Bridge 04011 Bridge Replacement		• MDOT STIP #CA4801 • MDOT FY 2016-2021 CTP p SHA-C-2		Replace Bridge 04011 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.		
	Phase	≤ FY 2016	in STIP				Federal Funding
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete STP 80/20, STP-AA 80/20
PE	\$ 2,363	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	\$ 2,095	\$ 1,995	\$ 831	\$ -	\$ -	\$ 2,826	Total Project Cost STP-D 80/20, STP-D 100/0, STP 80/20, STP 100/0, TIFIA 80/20
CO	\$ 10,528	\$ 9,784	\$ -	\$ -	\$ -	\$ 9,784	
Total	\$ 14,986	\$ 11,779	\$ 831	\$ -	\$ -	\$ 12,610	
Fed Aid	\$ 9,861	\$ 8,737	\$ 618	\$ -	\$ -	\$ 9,355	\$ 27,596

CA4131	MD 2-4 Corridor (North of Stoakley Road/Hospital Road to South of MD 765A) Planning Study		• MDOT STIP #CA4131 • MDOT FY 2016-2021 CTP p SHA-C-3		Widen to six-lane divided highway with auxiliary lanes from north of Stoakley Road to south of MD 765A (2.4 miles). This project will include appropriate bicycle and pedestrian accommodations.		
	Phase	≤ FY 2016	in STIP				Federal Funding
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ 1,972	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete \$ 124,000
PE	\$ 1,394	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	\$ 644	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 4,010	\$ -	\$ -	\$ -	\$ -	\$ -	
Fed Aid	\$ 776	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128,010

CAROLINE COUNTY

AW8962	MD 404 Phase 1B (West of MD 309 to Cemetery Road) Highway Dualization		• MDOT STIP #AW8962 • MDOT FY 2016-2021 CTP p SHA-CO-1		Widen to six-lane divided highway with auxiliary lanes from Fox Run Boulevard to Commerce Lane (0.8 miles). This is Phase 2 of a five-phase project to upgrade MD 2/4 from north of Stoakley Road to south of MD 765A.		
	Phase	≤ FY 2016	in STIP				Federal Funding
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete NH-LU 100/0, HP-SEC 117 100/0, NHPP 100/0
PE	\$ 3,182	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	\$ 5,312	\$ 876	\$ -	\$ -	\$ -	\$ 876	Total Project Cost NHPP 80/20, SURTRANS 100/0, NHPP 100/0, SURTRANS 80/20
CO	\$ 15,610	\$ 6,248	\$ -	\$ -	\$ -	\$ 6,248	
Total	\$ 24,104	\$ 7,124	\$ -	\$ -	\$ -	\$ 7,124	
Fed Aid	\$ 20,285	\$ 6,026	\$ -	\$ -	\$ -	\$ 6,026	\$ 31,228

AW8961	MD 404 (US 50 to MD 309 and West of Hillsboro Road to Holly Road) Highway Dualization		• MDOT STIP #AW8961 • MDOT FY 2016-2021 CTP p SHA-CO-2		Replace Bridge 04011 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.		
	Phase	≤ FY 2016	in STIP				Federal Funding
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ 559	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete NHS 78/22, STP-DE 80/20, HP-1702 80/20, NHS 80/20, NHPP 80/20
PE	\$ 10,593	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000	
RW	\$ 5,027	\$ 6,825	\$ 8,156	\$ 7,490	\$ 1,297	\$ 23,768	Total Project Cost HP-SEC 117 80/20 NHPP 78/22
CO	\$ -	\$ 47,074	\$ 72,456	\$ -	\$ -	\$ 119,530	
Total	\$ 16,179	\$ 54,899	\$ 80,612	\$ 7,490	\$ 1,297	\$ 144,298	
Fed Aid	\$ 12,330	\$ 42,840	\$ 62,350	\$ 5,914	\$ 1,011	\$ 112,115	\$ 160,477

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

CAROLINE COUNTY (cont'd)

TA3921	MD 331 Choptank River Bridge 20023 Bridge Replacement	<ul style="list-style-type: none"> • MDOT STIP #TA3921 • MDOT FY 2016-2021 CTP p SHA-CO-3 	Widen to six-lane divided highway with auxiliary lanes from north of Stoakley Road to south of MD 765A (2.4 miles). This project will include appropriate bicycle and pedestrian accommodations.
	- see TALBOT COUNTY -		

DORCHESTER COUNTY

DO3481	Cambridge Maintenance Facility Facility Replacement	<ul style="list-style-type: none"> • MDOT STIP #DO3481 • MDOT FY 2016-2021 CTP p SHA-D-1 	Replacement of the maintenance facility in Cambridge.					
	in STIP							
	Phase	≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	Federal Funding
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
	PE	\$ 1,896	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO	\$ 21,044	\$ 1,165	\$ -	\$ -	\$ -	\$ 1,165	Total Project Cost
	Total	\$ 22,940	\$ 1,165	\$ -	\$ -	\$ -	\$ 1,165	
	Fed Aid	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,105

GARRETT COUNTY

GA1971	MD 39 Youghiogheny River Bridge 11002 Bridge Replacement	<ul style="list-style-type: none"> • MDOT STIP #GA1971 • MDOT FY 2016-2021 CTP p SHA-G-1 	Replace Bridge 11002 over the Youghiogheny River.					
	in STIP							
	Phase	≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	Federal Funding
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
	PE	\$ 408	\$ 230	\$ 230	\$ 230	\$ 77	\$ 767	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,925
	CO	\$ -	\$ -	\$ -	\$ -	\$ 1,075	\$ 1,075	Total Project Cost
	Total	\$ 408	\$ 230	\$ 230	\$ 230	\$ 1,152	\$ 1,842	
	Fed Aid	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,175

GA6462	US 219 (North) at I-68/US 40 Interchange Reconstruction	<ul style="list-style-type: none"> • MDOT STIP #GA6462 • MDOT FY 2016-2021 CTP p SHA-G-2 	Upgrade US 219 north of I-68 and construct a new interchange at I-68.					
	in STIP							
	Phase	≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	Federal Funding
	PP	\$ 1,600	\$ 400	\$ -	\$ -	\$ -	\$ 400	Balance to Complete
	PE	\$ 1,000	\$ 1,300	\$ 700	\$ -	\$ -	\$ 2,000	
	RW	\$ 10	\$ 50	\$ 2,088	\$ 2,088	\$ 548	\$ 4,774	\$ 28,347
	CO	\$ -	\$ -	\$ 6,874	\$ 20,586	\$ 24,409	\$ 51,869	Total Project Cost
	Total	\$ 2,610	\$ 1,750	\$ 9,662	\$ 22,674	\$ 24,957	\$ 59,043	
	Fed Aid	\$ 10	\$ 49	\$ 8,782	\$ 22,220	\$ 24,457	\$ 55,508	\$ 90,000

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

GARRETT COUNTY (cont'd)

GA2062	Keyzers Ridge Maintenance Facility Facility Replacement		<ul style="list-style-type: none"> • MDOT STIP #GA2062 • MDOT FY 2016-2021 CTP p SHA-G-3 				Replacement of the maintenance facility in Keyzers Ridge.		
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	
	PE	\$ 711	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ 10,684	\$ 772	\$ -	\$ -	\$ -	\$ 772	Total Project Cost	
	Total	\$ 11,395	\$ 772	\$ -	\$ -	\$ -	\$ -	\$ 772	
	<i>Fed Aid</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,167	
GA5991	US 219 Realignment (North of Oakland to MD 135) Highway Design		<ul style="list-style-type: none"> • MDOT STIP #GA5991 • MDOT FY 2016-2021 CTP p SHA-G-4 				Relocate US 219 from north of Oakland to MD 135 (2.4 miles). This project will include appropriate bicycle and pedestrian facilities.		
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ 1,280	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	
	PE	\$ 4,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,400	
	RW	\$ 4,412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost	
	Total	\$ 9,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	<i>Fed Aid</i>	\$ 3,472	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,109	
GA6461	US 219 Corridor (I-68/US 40 to Pennsylvania State Line) Planning Study		<ul style="list-style-type: none"> • MDOT STIP #GA6461 • MDOT FY 2016-2021 CTP p SHA-G-5 				Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.5 miles). This represents Maryland's portion of a larger US 219 study, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.		
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ 3,778	\$ 312	\$ -	\$ -	\$ -	\$ 312	Balance to Complete	
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,100	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost	
	Total	\$ 3,778	\$ 312	\$ -	\$ -	\$ -	\$ 312	\$ 112,190	
	<i>Fed Aid</i>	\$ 2,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
AR1602	Keyzers Ridge Business Park Local Access Road Phase 1		<ul style="list-style-type: none"> • MDOT STIP #AR1602 • MDOT FY 2016-2021 CTP p A-22 				Construct the first phase of a local access road to connect Ridge Business Drive to Keyzers Ridge Business Park.		
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	
	PE	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	CO	\$ 350	\$ 350	\$ -	\$ -	\$ -	\$ 350	Total Project Cost	ARC LAR 100/0
	Total	\$ 400	\$ 350	\$ -	\$ -	\$ -	\$ 350	\$ 750	
	<i>Fed Aid</i>	\$ 400	\$ 350	\$ -	\$ -	\$ -	\$ 350	\$ 750	
AR1603	Oakland Local Access Road Resurfacing		<ul style="list-style-type: none"> • MDOT STIP #AR1603 • MDOT FY 2016-2021 CTP p A-22 				Resurfacing various local roadways in Oakland.		
	Phase		<i>in STIP</i>					Federal Funding	
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total		
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	
	PE	\$ -	\$ 75	\$ -	\$ -	\$ -	\$ 75	\$ -	ARC LAR 100/0
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO	\$ -	\$ 425	\$ -	\$ -	\$ -	\$ 425	Total Project Cost	ARC LAR 100/0
	Total	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500	\$ 500	
	<i>Fed Aid</i>	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500	\$ 500	

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

GARRETT COUNTY (cont'd)

AR1604	Keyzers Ridge Business Park Local Access Road Phase		• MDOT STIP #AR1604 • MDOT FY 2016-2021 CTP p A-22		Construct the second and final phase of a local access road to connect Ridge Business Drive to Keyzers Ridge Business Park.			
	Phase	≤ FY 2016	in STIP				Federal Funding	
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	ARC LAR 100/0
PE	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ 50		
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project Cost	ARC LAR 100/0
CO	\$ -	\$ -	\$ 350	\$ 350	\$ -	\$ 700		
Total	\$ -	\$ 50	\$ 350	\$ 350	\$ -	\$ 750	\$ 750	
Fed Aid	\$ -	\$ 50	\$ 350	\$ 350	\$ -	\$ 750	\$ 750	

KENT COUNTY

- no projects -									
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QUEEN ANNE'S COUNTY

QA2651	US 301 Interchange at MD 304 Interchange Construction		• MDOT STIP #QA2651 • MDOT FY 2016-2021 CTP p SHA-QA-1		Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians. J-turns at the intersection of US 301 and MD 305 are also being constructed as part of the project.			
	Phase	≤ FY 2016	in STIP				Federal Funding	
			FY 2017	FY 2018	FY 2019	FY 2020		Total
PP	\$ 1,099	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete	NHPP 80/20, NH 80/20
PE	\$ 3,612	\$ -	\$ -	\$ -	\$ -	\$ -		
RW	\$ 3,872	\$ 426	\$ 248	\$ -	\$ -	\$ 674	Total Project Cost	
CO	\$ 18,765	\$ 16,190	\$ -	\$ -	\$ -	\$ 16,190		
Total	\$ 27,348	\$ 16,616	\$ 248	\$ -	\$ -	\$ 16,864	\$ 44,212	
Fed Aid	\$ 4,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,212	

AW8962	MD 404 Phase 1B (West of MD 309 to Cemetery Road) Highway Dualization		• MDOT STIP #AW8962 • MDOT FY 2016-2021 CTP p SHA-QA-2		Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Shoulders will accommodate bicycles and pedestrians.		
	- see CAROLINE COUNTY -						
	- see CAROLINE COUNTY -						

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

QUEEN ANNE'S COUNTY (cont'd)

AW8961	MD 404 (US 50 to MD 309 and West of Hillsboro Road to Holly Road) Highway Dualization	<ul style="list-style-type: none"> • MDOT STIP #AW8961 • MDOT FY 2016-2021 CTP p SHA-QA-3 	Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Shoulders will accommodate bicycles and pedestrians.
	- see CAROLINE COUNTY -		

QA2367	US 50 Corridor (US 301 to MD 404) Planning Study		<ul style="list-style-type: none"> • MDOT STIP #QA2367 • MDOT FY 2016-2021 CTP p SHA-QA-4 		Widening 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					
	in STIP									
Phase		≤ FY 2016	FY 2017			FY 2018	FY 2019	FY 2020	Total	Federal Funding
PP	\$	1,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
PE	\$	6,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,300
RW	\$	9,791	\$ 2,223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,223	Total Project
CO	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Cost
Total	\$	18,071	\$ 2,223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,223	
Fed Aid	\$	7,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,594

SAINT MARY'S COUNTY

SM2021	MD 5 at Abell Street/Moakley Street Intersection Reconstruction		<ul style="list-style-type: none"> • MDOT STIP #SM2021 • MDOT FY 2016-2021 CTP p SHA-SM-1 		Intersection improvements at MD 5 (Point Lookout Road) and Abell Street/Moakley Street.					
	in STIP									
Phase		≤ FY 2016	FY 2017			FY 2018	FY 2019	FY 2020	Total	Federal Funding
PP	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
PE	\$	757	\$ 930	\$ 465	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 4,248
RW	\$	249	\$ 919	\$ 919	\$ 919	\$ 919	\$ 919	\$ 3,676	\$ 1,339	Total Project
CO	\$	-	\$ -	\$ -	\$ 471	\$ 868	\$ 1,339	\$ 1,339	\$ 1,339	Cost
Total	\$	1,006	\$ 1,849	\$ 1,384	\$ 1,390	\$ 1,787	\$ 6,410	\$ 6,410	\$ 6,410	STBG 78/22
Fed Aid	\$	-	\$ -	\$ -	\$ 409	\$ 753	\$ 1,162	\$ 1,162	\$ 1,162	

SM7741	MD 5 (South of Camp Brown Road to Causeway) Highway Reconstruction		<ul style="list-style-type: none"> • MDOT STIP #SM7741 • MDOT FY 2016-2021 CTP p SHA-SM-2 		Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station (2.0 miles).					
	in STIP									
Phase		≤ FY 2016	FY 2017			FY 2018	FY 2019	FY 2020	Total	Federal Funding
PP	\$	455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
PE	\$	1,415	\$ 689	\$ 689	\$ -	\$ -	\$ -	\$ -	\$ 1,378	\$ 5,375
RW	\$	171	\$ 678	\$ 678	\$ 678	\$ 678	\$ 678	\$ 2,712	\$ 12,394	Total Project
CO	\$	-	\$ -	\$ -	\$ 3,341	\$ 9,053	\$ 12,394	\$ 12,394	\$ 12,394	Cost
Total	\$	2,041	\$ 1,367	\$ 1,367	\$ 4,019	\$ 9,731	\$ 16,484	\$ 16,484	\$ 16,484	STP 80/20
Fed Aid	\$	427	\$ 529	\$ 529	\$ 3,425	\$ 8,377	\$ 12,860	\$ 12,860	\$ 23,900	

SM3521	MD 5 Corridor (MD 243 to MD 245) Planning Study		<ul style="list-style-type: none"> • MDOT STIP #SM3521 • MDOT FY 2016-2021 CTP p SHA-SM-5 		Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.					
	in STIP									
Phase		≤ FY 2016	FY 2017			FY 2018	FY 2019	FY 2020	Total	Federal Funding
PP	\$	2,174	\$ 151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151	Balance to Complete
PE	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,600
RW	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project
CO	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Cost
Total	\$	2,174	\$ 151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151	
Fed Aid	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,925

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

SOMERSET COUNTY

SO4091	MD 822 Intersection at MD 675 Roundabout Construction		<ul style="list-style-type: none"> • MDOT STIP #SO4091 • MDOT FY 2016-2021 CTP p SHA-SO-2 		Constructed a roundabout at the MD 675 intersection and sidewalks along MD 675.			
	Phase		<i>in STIP</i>		Federal Funding			
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
	PE	\$ 582	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ 332	\$ 5	\$ 31	\$ -	\$ -	\$ 36	\$ -
	CO	\$ 4,380	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project
	Total	\$ 5,294	\$ 5	\$ 31	\$ -	\$ -	\$ 36	Cost
	<i>Fed Aid</i>	\$ 3,697	\$ 5	\$ 31	\$ -	\$ -	\$ 36	\$ 5,330
								STP 100/0

TALBOT COUNTY

AW8961	MD 404 (US 50 to MD 309 and West of Hillsboro Road to Holly Road) Highway Dualization		<ul style="list-style-type: none"> • MDOT STIP #AW8961 • MDOT FY 2016-2021 CTP p SHA-T-1 		Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Shoulders will accommodate bicycles and pedestrians.	
	- see CAROLINE COUNTY -					

TA3921	MD 331 Choptank River Bridge 20023 Bridge Replacement		<ul style="list-style-type: none"> • MDOT STIP #TA3921 • MDOT FY 2016-2021 CTP p SHA-T-2 		Replace Bridge 20023 over Choptank River. The new span will be located south of the existing roadway and provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.			
	Phase		<i>in STIP</i>		Federal Funding			
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	
	PP	\$ 584	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
	PE	\$ 1,675	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ 1,479	\$ 1,584	\$ 660	\$ -	\$ -	\$ 2,244	\$ -
	CO	\$ 31,616	\$ 12,653	\$ 11,118	\$ -	\$ -	\$ 23,771	Total Project
	Total	\$ 35,354	\$ 14,237	\$ 11,778	\$ -	\$ -	\$ 26,015	Cost
	<i>Fed Aid</i>	\$ 27,179	\$ 10,612	\$ 9,355	\$ -	\$ -	\$ 19,967	\$ 61,369
								BR 100/0
							STP 80/20, HP-1702 80/20, STP 100/0, STP 80/20, STP 78/22	

TA2951	Easton Maintenance Facility Facility Replacement		<ul style="list-style-type: none"> • MDOT STIP #TA2951 • MDOT FY 2017-2022 CTP p tbd 		Improve existing lab/office buildings and design new maintenance buildings as well as associated facilities.			
	Phase		<i>in STIP</i>		Federal Funding			
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete
	PE	\$ 2,125	\$ -	\$ -	\$ -	\$ -	\$ -	
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO	\$ -	\$ 4,855	\$ 5,528	\$ 5,528	\$ 3,311	\$ 19,222	Total Project
	Total	\$ 2,125	\$ 4,855	\$ 5,528	\$ 5,528	\$ 3,311	\$ 19,222	Cost
	<i>Fed Aid</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,347

APPENDIX L – SHA Rural Projects (Statewide)

Maryland Department of Transportation

FY 2017-2020 STIP SHA Rural Regionally Significant and Areawide Projects - Base Funding

WORCESTER COUNTY										
WO6681	US 113 Phase 4 (North of MD 365 to Five Mile Branch) Highway Dualization		<ul style="list-style-type: none"> • MDOT STIP #WO6681 • MDOT FY 2016-2021 CTP p SHA-WO-2 				Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Five Mile Branch (4.3 miles). Shoulders will accommodate bicycles and pedestrians.			
	Phase		<i>in STIP</i>					Federal Funding		
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total			
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete		
	PE	\$ 5,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,655	NHPP 80/20	
	RW	\$ 882	\$ 4,000	\$ 4,000	\$ 4,000	\$ 2,666	\$ 14,666	Total Project	NHPP 78/22	
	CO	\$ -	\$ 4,471	\$ 10,529	\$ 14,710	\$ 15,194	\$ 44,904	Cost		
	Total	\$ 6,222	\$ 8,471	\$ 14,529	\$ 18,710	\$ 17,860	\$ 59,570			
	<i>Fed Aid</i>	<i>\$ 4,255</i>	<i>\$ 6,487</i>	<i>\$ 11,213</i>	<i>\$ 14,474</i>	<i>\$ 12,526</i>	<i>\$ 44,700</i>	\$ 90,447		
	WO6361	US 113 Phase 3 (Five Mile Branch to Massey Branch) Highway Dualization		<ul style="list-style-type: none"> • MDOT STIP #WO6361 • MDOT FY 2016-2021 CTP p SHA-WO-3 				Upgrade existing US 113 as a 4 lane divided highways, Massey Branch to Five Mile Branch (Phase 3) (4.6 miles). Shoulders will accommodate bicycles and pedestrians.		
Phase		<i>in STIP</i>					Federal Funding			
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total			
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete		
PE		\$ 3,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
RW		\$ 4,504	\$ 2,964	\$ 2,448	\$ 191	\$ -	\$ 5,603	Total Project		
CO		\$ 19,768	\$ 17,310	\$ -	\$ -	\$ -	\$ 17,310	Cost	NHPP 80/20, STP-M 80/20, NHPP 78/22	
Total		\$ 27,479	\$ 20,274	\$ 2,448	\$ 191	\$ -	\$ 22,913			
<i>Fed Aid</i>		<i>\$ 19,496</i>	<i>\$ 15,458</i>	<i>\$ 1,208</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 16,666</i>	\$ 50,392		
WO4191		US 50 Sinepuxent Bay Bridge 23007 Upgrade Study		<ul style="list-style-type: none"> • MDOT STIP #WO4191 • MDOT FY 2016-2021 CTP p SHA-WO-4 				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.		
	Phase		<i>in STIP</i>					Federal Funding		
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total			
	PP	\$ 2,907	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete		
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 341,000		
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project		
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Cost		
	Total	\$ 2,907	\$ -	\$ -	\$ -	\$ -	\$ -			
	<i>Fed Aid</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	\$ 343,907		
	WO3151	MD 589 Corridor (US 50 to US 113) Planning Study		<ul style="list-style-type: none"> • MDOT STIP #WO3151 • MDOT FY 2016-2021 CTP p SHA-WO-5 				Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Study includes potential shared-use path and sidewalks to accommodate bicycles and pedestrians.		
Phase		<i>in STIP</i>					Federal Funding			
		≤ FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total			
PP		\$ 1,417	\$ -	\$ -	\$ -	\$ -	\$ -	Balance to Complete		
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,300		
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Total Project		
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Cost		
Total		\$ 1,417	\$ -	\$ -	\$ -	\$ -	\$ -			
<i>Fed Aid</i>		<i>\$ 246</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	\$ 314,717		

APPENDIX M – Public Outreach and Comments

The Maryland Department of Transportation released the Statewide Transportation Improvement Program (STIP) for a 30 day from June 6, 2016, through July 5, 2016. The Press Release was sent to around 150 different news organizations covering internet, print, radio, and television. There were no comments received over the comment period.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

FOR IMMEDIATE RELEASE

Contact: **Erin Henson**
Teri Moss
MDOT Public Affairs
(410) 865-1025

Maryland Department of Transportation Seeking Public Comment on the Statewide Transportation Improvement Program

Program Provides a Look at Federally-Funded State Transportation Projects

HANOVER, MD (June 6, 2016) – To ensure all Marylanders have a voice in transportation projects throughout the state, the Maryland Department of Transportation (MDOT) is inviting the public to comment on the Draft Fiscal Year 2017 Statewide Transportation Improvement Program. Maryland's Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects that is compiled from state, local, and regional plans. The STIP is the formal process of requesting federal funding for the projects in the legislatively approved six-year transportation budget known as the Consolidated Transportation Program (CTP). These projects were first presented to the public for comment in fall 2015 as part of the CTP tour to Maryland's 23 counties and to Baltimore City.

"It is vital for people from every corner of the state to have a voice," said Secretary Pete K. Rahn. "Through this effort, all Marylanders will have input in developing and delivering a better transportation network across the state."

The STIP is Maryland's federally-required program that compiles all of the regional metropolitan Transportation Improvement Programs with State non-metropolitan projects to provide one comprehensive list of local and regional priority projects. These projects lists are developed using the 2035 Maryland Transportation Plan (MTP) as a guide. The MTP is a 20-year vision for transportation in Maryland that outlines the state's transportation goals, policies and priorities and helps guide statewide investment decisions across all modes of transportation.

STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's four-year funding period. Maryland is federally required to update the STIP every four years. However, MDOT develops a new STIP closer to every two years and solicits comments in accordance with federal law. The STIP was last updated in 2014.

MDOT's Draft STIP can be viewed at mdot.maryland.gov/Draft_FY2017_STIP. The public may comment in writing through July 5 by email to: mdotplanning@mdot.state.md.us or mail to STIP Comments Office of Planning & Capital Programming, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076. This is the final phase of public comments on the STIP before the Final FY 2017 STIP is submitted to the US Department of Transportation for approval.

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APPENDIX M – Public Outreach and Comments

District 1 Media List

Bayside Gazette
 Daily Times
 Dorchester Banner
 Dorchester Star
 ESPN 1240 AM
 Maryland Coast Dispatch
 Newscast One
 Ocean City Today
 Somerset Herald
 WAFL Radio
 WAMS 101.1 FM
 WAVD The Wave 97.1 FM
 WBEY 97.9 FM (Bay Country)
 WBOC TV 16
 WCEM 106.3 FM
 WCEM/WAAI/WTDK/ESPN 1240
 WDEL Radio
 WGMD Talk 92.7
 WJKI 98.5 and 103.5 FM
 WKHI 107.7 FM
 WKTT (97.5 FM)
 WMDT TV 47
 Worcester Co. Board of Ed..
 Worcester Times
 WRDE TV 9
 WSBY 98.9 FM
 WTDK 107.1 FM
 WWFG Froggy 99.9 FM
 WZBH The Beach 93.5 FM
 WZKT FM (105.9 FM)

District 2 Media List

Associated Press
 Banner News
 Bay Times
 Caroline Times Record
 Cecil Whig
 Dorchester Star
 Kent County News
 MTS Broadcasting
 Newscast One
 Star Democrat
 Times Record
 Traffax Delmarva
 WBAL Radio
 WBAL TV 11
 WBFF Fox 45
 WBOC TV 16
 WCEI FM 96.7
 WCEI Radio
 WCEI
 WCTR AM 1530
 WDEL Radio
 WINX
 WJZ TV 13
 WKDI Radio (Caroline)
 WMDT TV 47
 WMDT TV 47
 WNCL
 WQHQ FM
 WTOP Traffic
 Upper Eastern Shore Media

APPENDIX M – Public Outreach and Comments

District 3 Media List

Associated Press Washington Bureau
 Bowie Patch
 Chevy Chase Patch
 Colesville Patch
 CTV - Prince George's TV
 Gazette
 Germantown Patch
 Government Executive
 Kensington Patch
 Laurel Leader
 Laurel Patch
 Metro Networks News Desk
 Montgomery Gazette
 Newscast One
 Patch.com
 Prince George's Gazette
 Reliant Traffic
 The Gazette
 Total Traffic News Desk
 WAMU FM
 Washington Post
 Washington Times
 WJLA ABC 7/News 8
 WMAL Radio
 WNEW All News 99.1
 WRC NBC 4
 WTOP Radio
 WTOP Traffic Center
 WTTG Fox 5
 WUSA TV 9

District 4 Media List

Arbutus/Catonsville Times
 Associated Press
 Baltimore Business Journal
 Baltimore Messenger
 Baltimore Sun
 MD Daily Record
 Metro News
 patch.com
 Patuxent Publishing (Sunpapers)
 The Aegis
 The Avenue News
 Total Traffic
 WBAL Radio
 WBAL TV 11
 WBFF TV Fox 45
 WCBM Radio
 WJZ TV 13
 WLIF Lite 102
 WMAR ABC 2
 WNEW Radio
 WPOC FM 93
 WRBS FM

District 5 Media List

Annapolis Patch
 Arundel Voice
 Baltimore Business Journal
 Baltimore Sun
 Bay Net
 Bay Weekly
 Maryland Gazette
 MD Independent
 MD Independent (St. Mary's Co.)
 Metro Networks
 Newscast One
 Patch
 Reliant Traffic
 Severna Park Patch
 Severna Park Voice
 South River Source

APPENDIX M – Public Outreach and Comments

The Business Monthly
 The Capital
 The County Times
 The Daily Record
 The Enterprise (Charles Co.)
 Total Traffic
 WBAL Radio
 WBAL TV 11
 WBFF Fox 45
 WCBM Radio
 WJZ TV 13
 WKIK AM
 WMAR ABC 2
 WMZQ 98.7 FM
 WNAV 1470 AM
 WNEW FM All News 99.1
 WPRS 104.1 FM
 WRNR 103.1 FM
 WSMD 98.3 FM
 WTOP Radio
 WTTG Fox 5
 WUSA TV 9

District 6 Media List

Allengany Radio Corp. (6 stations)
 Associated Press
 Cumberland Times News
 Hancock News
 Herald Mail
 Mineral Daily News Tribune
 Newscast One
 Pickett News
 Republican News
 WAFY (Key 103) FM
 WAYZ 104.7 FM

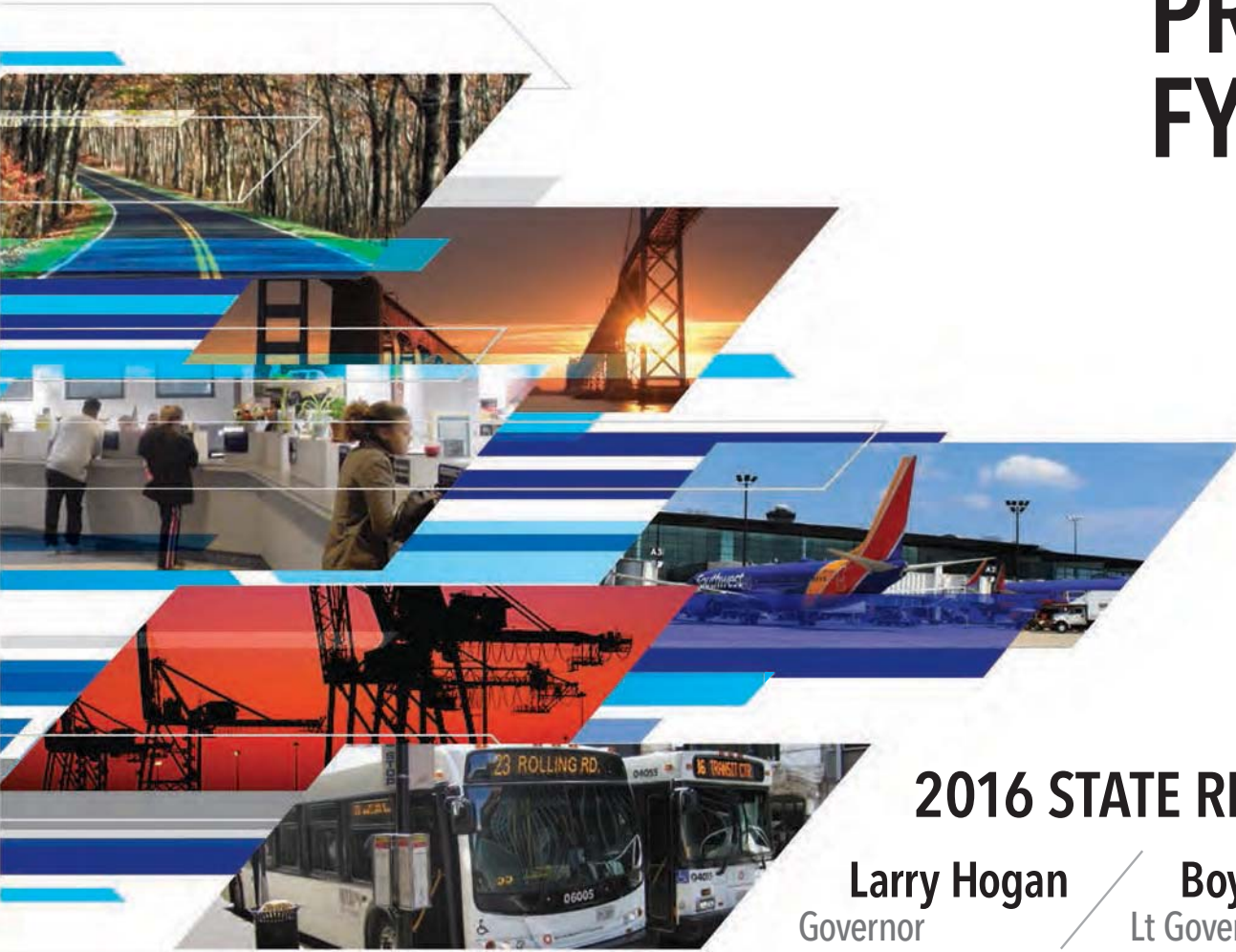
WCBC AM Radio
 WCRH FM
 WFMD Radio
 WFRB AM/FM
 WTBO AM
 WHAG NBC 25
 WJEJ AM
 WKHJ
 WQCM Radio
 WRNR AM
 WWEG 106.9 FM (The Eagle)

District 7 Media List

Associated Press - Western Bureau
 Baltimore Sun
 Carroll Advocate
 Carroll County Times
 Carroll Eagle
 Columbia flier
 Frederick News Post
 Gazette
 Howard County Times/Columbia Flier
 Howard Magazine/Maryland Family
 Newscast One
 Total Traffic
 WBAL Radio Traffic
 WCBM Radio
 WFMD 960 AM
 WFRE FM/WFMD AM
 WMAL Radio
 WMHT
 WNEW FM All News 99.1
 WTOP Radio
 WTTR Radio
 WWEG Radio



CONSOLIDATED TRANSPORTATION PROGRAM FY 2016 - FY 2021



2016 STATE REPORT ON TRANSPORTATION

Larry Hogan
Governor

Boyd K. Rutherford
Lt Governor

Pete K. Rahn
Secretary

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 transportation business units – 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 the Washington Metropolitan Area Transit Authority (WMATA).

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

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

For the hearing impaired, Maryland Relay 711.

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

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

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program	1
Significant Changes to the FY 2015-2020 CTP	A-1
FY 2015 Accomplishments	A-11
Operating and Capital Program Summary.....	A-20
Federal Aid Obligations	A-22
System Preservation Minor Projects Program Levels	A-24
Major Bridge Projects	A-27
Bicycle and Pedestrian Related Projects	BP-1
Regional Aviation Grants.....	RA-1
Multimodal Freight Projects	FRT-1
The Secretary's Office	TSO-1
Motor Vehicle Administration.....	MVA-1
Maryland Aviation Administration	MAA-1
Maryland Port Administration	MPA-1
Maryland Transit Administration	MTA-1
Washington Metropolitan Area Transit Authority	WMAT-1
State Highway Administration.....	SHA-SW-1
Maryland Transportation Authority	MDTA-1
Glossary	GL-1





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 FY 2016-2021 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), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, a 20-year vision for Maryland’s transportation system, and released it in January 2014. The MTP is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and state agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. The CTP contains projects and programs across the Department. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

ESTABLISHING PRIORITIES

This year’s CTP reflects the priorities of the Department as embodied in the goals outlined in the MTP, our mission, and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs. The mission of the Department of Transportation is to be a customer-driven transportation leader that delivers safe, efficient, intelligent and exceptional transportation solutions in order to connect our customers to life’s opportunities.

While the existing revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use these resources strategically and efficiently to ensure that transportation investments address the Department’s mission and goals, as well as the Department wide results we strive to achieve, including, to:

- Facilitate economic opportunity in Maryland;
- Provide a safe and secure transportation experience;
- Provide exceptional customer service;
- Provide an efficient, well connected transportation experience;
- Use resources wisely;
- Deliver transportation solutions and services of great value;
- Communicate effectively with our customers;
- Be a good neighbor;
- Be a good steward of our environment; and
- Be fair and reasonable to our partners.

Facilitate Economic Opportunity in Maryland

Maryland’s transportation system is essential to the State’s economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to attracting a competent workforce. Transportation infrastructure provides value, and investing in Maryland’s transportation system creates jobs and supports Maryland industries and businesses. MDOT works to ensure its investments support a healthy and competitive state economy. It will do this by undertaking projects that improve access to jobs as well as improve freight and commodity flows and the movement of goods and services in and through Maryland.

The Hogan-Rutherford Administration has declared Maryland “Open for Business” and has challenged MDOT to facilitate economic opportunity and to help create jobs. To do this, MDOT must focus on fixing our highways and bridges and addressing congestion issues all around the State by employing efficient and innovative transportation solutions. Toward that end, this year’s CTP adds several new projects to address long-standing transportation issues across the State. Cost savings and reallocation have allowed the Department to be in the fortunate position to move these projects forward to address many of the State’s needs and invest public dollars in the most efficient and cost effective way while supporting economic development and creating or supporting jobs.

Freight

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

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits. MDOT also participates in freight efforts regionally with groups such as the I-95 Corridor Coalition. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP. *In addition the 2015 Strategic Goods Movement Plan is on MDOT’s website at www.mdot.maryland.gov.*

Transit-Oriented Development (TOD)

Transit can be most efficient and effective when it serves to connect relatively dense clusters of houses, jobs, and destinations. A development that is “transit-oriented” typically comprises a mixture of land uses configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpoolers. TOD can help ensure that Maryland

residents achieve maximum benefit for their investment in transit and related transportation infrastructure. By helping to increase transit ridership, TOD can help reduce highway congestion, pollution, and sprawl for the benefit of all Maryland residents.

MDOT works with state, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships; infrastructure investments; and other project support. MDOT has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and promote transit-supportive land-use policies. *More information on TOD can be found on MDOT’s website.*

Provide a Safe & Secure Transportation Infrastructure

MDOT will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do. It is critical that we commit to safety and security in our designs, in our construction, as well as how we operate and maintain the State’s transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. The Department works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of the Department. Despite increases in vehicle miles traveled, reported traffic crashes declined in Maryland to 442 in 2014, the lowest since 1948. This continues the trend seen between 2012 and 2013 when there were 45 less fatalities (a 9% decrease from 511 fatalities in 2012.) The State Highway Administration is continuing its tradition of using data and other techniques to identify, and then systematically address safety concerns that arise from congestion and operational issues.

Recent investments to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects are providing for a post-security connection between concourses A, B and C, as well as between concourses D and E (the International Terminal).

On June 25, 2015, Governor Larry Hogan announced construction funding for MD 404 from US 50 to the Denton Bypass, which includes widening of MD 404 from a two-lane road to a four-lane divided highway with a median to improve safety for a length of 11.3 miles. Procurement is anticipated to begin in Winter 2015/2016 with a construction start in Spring 2017 using one Design-Build contract. This is one example of how we are prioritizing important safety projects around the State.

Provide an Efficient, Well Connected Transportation Experience

MDOT will provide an easy, reliable transportation experience throughout the system including enhancing connections and developing world class transportation facilities and services. The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan-Rutherford Administration intends to change that and has directed MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.

Congestion results when traffic demand approaches or exceeds the available capacity of the highway network. Traffic demands fluctuate significantly depending on the season of the year, the day of the week, and even the time of day. Further, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events. This means MDOT has to be vigilant and flexible and provide solutions that fit the nature of the problem in any given corridor. Projects within this CTP are intended to provide Maryland with the best possible solutions for the current situation and fit within the appropriate context for the problems they are trying to address.

Use Resources Wisely

MDOT receives resources from our customers and they expect excellent products and services in return. In order to better serve our customers, MDOT must maximize the value of every dollar we spend. MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient

bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. Over the last few years, SHA has reduced the number of structurally deficient bridges from 81 in April of 2014 to 69 in April of 2015, a 15% decrease and one of the lowest percentages (3%) of any State DOT in the United States. In addition, SHA spent more than \$287 million in FY 2015 on resurfacing roads, a 12% increase over FY 2014.



On the transit side, the MTA is continuing to invest in Automatic Vehicle Location (AVL) systems to obtain a more accurate picture of bus performance. 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.



Deliver Transportation Solutions and Services of Great Value

MDOT will deliver transportation solutions on time and within budget. We will use strategies to ensure that the transportation solution meets the needs of our customers and eliminates unnecessary costs.

Transit

In June 2015 Governor Larry Hogan announced \$135 million in targeted investments to transform and improve transit throughout the Baltimore metropolitan area. The multi-phase plan will create an interconnected transit system, known as BaltimoreLink, and includes redesigning the entire local and express bus systems throughout the Baltimore Region and adding 12 new high-frequency, color-coded bus routes, CityLink, that improve connections to jobs and other transit modes. The BaltimoreLink system will deliver a unified transit network and includes renaming existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include transitways, transit hubs and transit signal priority.

A major component of the BaltimoreLink system is CityLink that will improve reliability and better connect riders to Amtrak, Commuter Bus lines, Light RailLink, MARC commuter trains, Metro SubwayLink and other services in Baltimore and the surrounding suburbs. In Baltimore City, new CityLink routes will run every 10 minutes during peak periods and every 15 minutes during the midday. The new CityLink buses will be specially branded and travel on color-coded routes with easy-to-read signage and detailed maps that will make the system easier to use. The CityLink bus routes, Light RailLink and Metro SubwayLink will form an interconnected, one-transfer system. On the new system, a rider will be able to get from any stop to any other stop with only one transfer.



Our plan will provide more people access to 745,000 jobs through an interconnected transit system:

- Over 130,000 more jobs will be accessible via high-frequency transit compared to the existing network – a 36.7% increase
- 205,000 more people will have access to high-frequency transit compared to the existing network – a 34% increase
- 30,000 more people will have access to transit by increasing the service area by approximately 18 square miles

To learn more about BaltimoreLink, visit the MDOT website.

In order to be more transparent and open, MTA posted a Transit Performance Improvement Plan on its website focusing on on-time performance, reliability and farebox recovery, which will be updated quarterly.

For more information, visit www.mta.maryland.gov/mta-performance-improvement

MDOT is currently implementing a Public-Private Partnership (P3) delivery method for the Purple Line. The Purple Line is a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green and Orange lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line will also connect to MARC, Amtrak, and local bus services.

A shortlist of four proposer teams was selected in January 2014, the Request for Proposals was released in July 2014, and P3 proposals were submitted and are currently under review. The expected outcome of the P3 process will be a 35-year, performance-based agreement between MDOT/MTA and the selected private partner. The private partner, also referred to as the concessionaire, will be responsible for key aspects of final design, construction, financing, operations, and maintenance of the Purple Line asset over the agreement term. In addition to state transportation funds, the Purple Line is funded with federal funds, local contributions, and investments by the private partner. *For more information, visit www.purplelinemd.com.*

Highway

MDOT is developing a Practical Design Strategy that is called Practical Transportation which takes the concept of Practical Design and applies it to more than the design of highway projects. The goal of Practical Design is to assess the value of an individual project to meet the specific purpose and needs of the project in the context of its surrounding environment considering project costs, the physical environment and the community. In addition to developing an approach on new projects, MDOT is also evaluating projects currently in the pipeline to identify Practical Transportation solutions that improve the quality of life (live, work, learn, and play) of the citizens of Maryland, and all users of the transportation system and support economic development. MDOT is also working to develop an engineering policy that incorporates Transportation Design Solutions into MDOT workflows.

Be a Good Neighbor

As the owner of statewide transportation facilities, MDOT must work with our neighbors to find solutions that work for our customers and is sensitive to our neighbors. This includes examining all of the modes of travel including flying, driving, riding transit and even freight coming into the port.

One way to connect better and work with our neighbors is to provide better bicycle and pedestrian connections. MDOT works to provide safe infrastructure so that people can choose to walk or bike to meet their daily

needs. Working with local partners to support walking and bicycling is an essential element of Cycle Maryland initiatives. Promoting biking and walking as transportation modes holds many benefits for Maryland residents, including the potential to reduce congestion and emissions associated with auto-travel, while promoting activity for a healthier Maryland. Several recent studies have also highlighted strong rates of economic return that bicycle and pedestrian projects can have, supporting job-creation, tourist activity and cost-savings for household transportation budgets.

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This CTP includes over \$200 million for bicycle and pedestrian supportive projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan.



Be a Good Steward of our Environment

MDOT will be accountable to our customers for the wise use of limited resources and our impacts on the environment when designing, building, operating and maintaining Maryland's transportation system. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to use innovative and forward-looking strategies to ensure our transportation system protects our natural, cultural and community resources.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting mandated water quality targets.

MDOT is working to reduce air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to provide alternatives to traveling by single occupant vehicles. 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.



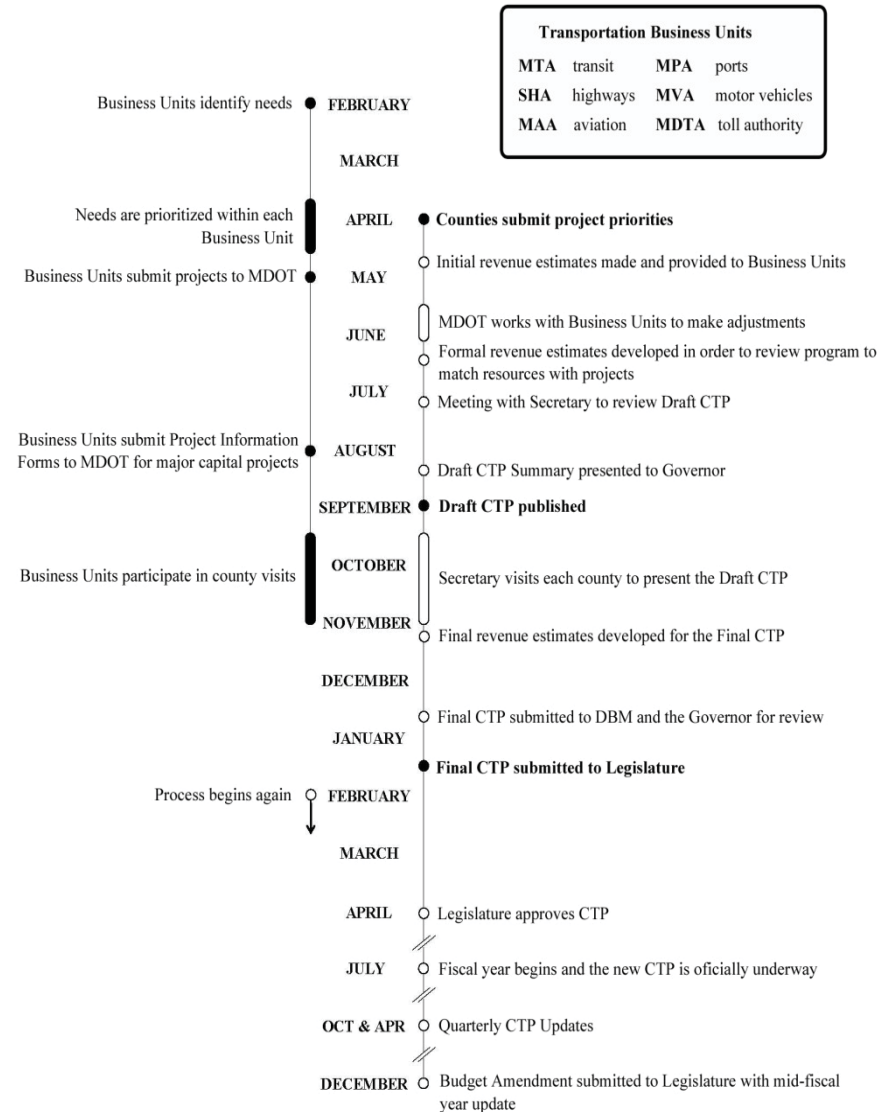
Process for CTP Development

The CTP takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the State by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. MDOT uses the following criteria to identify projects and programs that respond to the State's transportation priorities.

These criteria include:

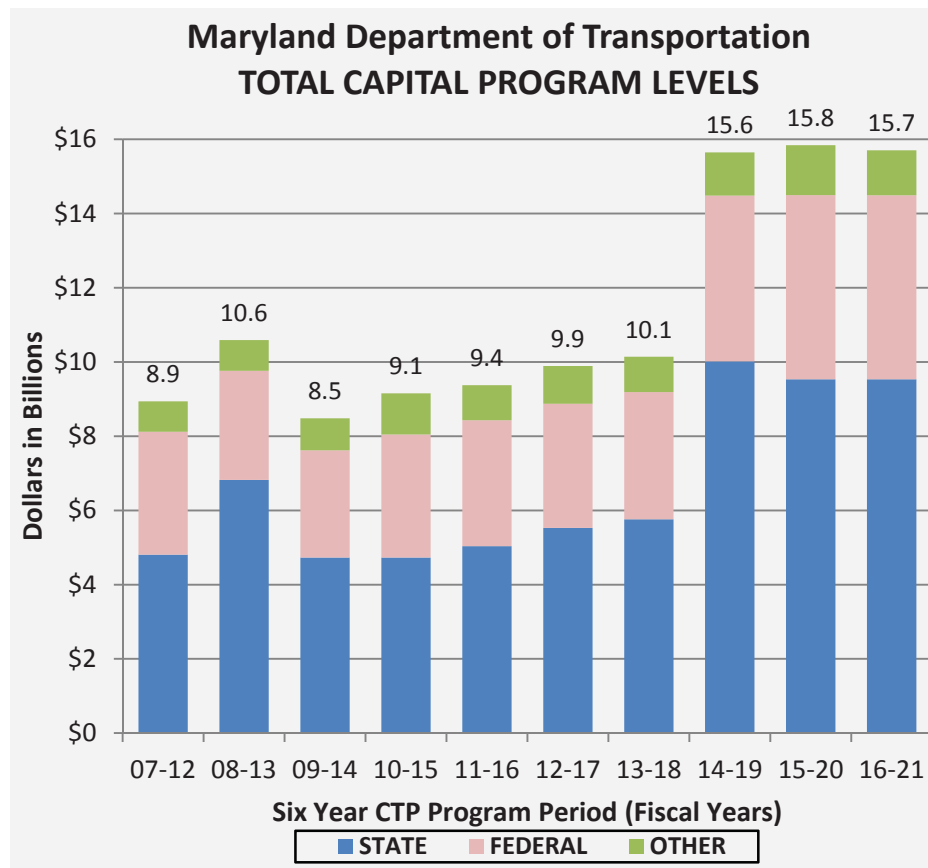
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports state plans and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).

CTP Development Process
Maryland Department of Transportation - January 2016



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which will provide funding that will enable MDOT to address important capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



State Revenue Projections

As Maryland's economy continues to recover, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21st century. Total projected revenues amount to \$28.5 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Funds to accommodate the Governor's pledge to restore local Highway User Revenues have been reserved, pending legislation.

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 \$6.8 billion over the six-year period. As of January 1, 2016, the motor fuel taxes were 32.6 cents per gallon gasoline and the 33.35 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 2.4 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increases to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective January 1, 2016 is 8.0 cents per gallon. The sales and use tax is estimated to average 12.2 cents per gallon.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.1 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent national down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.7 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 \$939 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.
- **Federal Aid:** This source is projected to contribute \$5.5 billion for operating and capital programs. This amount does not include \$618 million received directly by the WMATA. The majority of federal aid is capital; only \$570 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 \$2.8 billion, with \$1.1 billion from MTA, \$305 million from MPA, and \$1.4 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 \$3.5 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 \$176 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit and other multimodal projects through September 30, 2020. The FAST Act includes some policy changes, a new focus on freight and provides funding certainty

for five full years through September 2020 including built-in inflation from existing funding levels.

The bill focuses on freight establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs. Authorization does not mean appropriation. While Congress authorized a five year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For FFY 16, Congress has appropriated the transportation bill at the authorized amounts. Maryland is expected to receive approximately \$610 million in FY 2016 inflated up to \$666 million in FY 2020 in highway formula funding and \$240 million in FY 2016 inflated up to \$257 million in FY 2020 in transit formula funding.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2016 - FY 2021 Consolidated Transportation Program (CTP).

Highways and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (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 reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$593 million in highway formula funding and \$160 million in transit formula funding in FFY 2016 for MDOT projects. The Purple Line has received strong ratings from the Federal Transit Administration and is moving through the process to be eligible for New Starts funding. The FFY 2016 Consolidated Appropriations Act supports the Obama Administration's request for \$900 million for Maryland's Purple Line, with \$100 million set aside for the Purple Line if the Full Funding Grant agreement is signed in FFY 2016.

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 Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2015 was 94.0

percent. Given that Congress has passed a long term bill with inflation built in, this CTP assumes an OA level of 94.0 percent for FFY 2016 and an OA level of 90.0 percent for FY 2017 through 2021.

Washington Metropolitan Area Transit Authority — WMATA

The Washington Metropolitan Area Transit Authority (WMATA) is expected to receive a significant allocation of FAST Act federal formula funds for bus and rail preservation activities. In FFY 2016, the Washington, D.C. Metropolitan Region expects to receive approximately \$360 million under the FAST Act and if fully appropriated, would represent an increase of 8 percent over current levels. This amount is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC) and the Maryland Transit Administration (MTA) subject to an agreement that, if consistent with the prior year, would leave WMATA with approximately \$310 million in formula funding. Additionally, FFY 2016 funding of \$148.5 million is provided through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that authorizes federal funding of up to \$1.5 billion over 10 years. The combined federal funding of more than \$458.5 million is a critical complement to WMATA's largest single source of funding - the \$1.3 billion in combined operating and capital subsidies provided by the region's State and local jurisdictions each year. The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, the District of Columbia and the Commonwealth of Virginia. The jurisdictions demonstrate their commitment by providing more than 40 percent of the funding for WMATA's \$3.1 billion annual budget.

MDOT's first priority for WMATA is to fix the existing system by prioritizing safety and state of good repair investments. To this end, this CTP includes a total of \$300 million (\$50 million each year in FFY 2016 through 2021) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds to match federal grants provided from FFY 2010 through FFY 2015. In FY 2016 through FY 2021, federal grants are expected to provide \$2.9 billion in funding to WMATA's capital program. This compares with \$3.2 billion in State and local funding in FY 2016 through FY 2021, combining annual pay-as-you-go contributions of \$2.2 billion and \$1 billion in proceeds from debt issuances wherein State and Local governments agree to cover debt service payments,

The Federal Transit Administration's (FTA) 2014 audit of WMATA's financial management and procurement practices and the resulting drawdown restrictions on WMATA's federal aid have impacted the agency's ability to deliver on its capital projects. Additionally, the fatal Smoke Incident at the

L'Enfant Plaza station in January 2015 and subsequent FTA Safety Management Inspection report yielded recommendations that will require additional investment to address safety deficiencies. The FFY 2015 Consolidated Appropriations Act requires future funding for WMATA to be tied to their ability to successfully address the audit findings and that system safety projects receive highest priority when allocating funding. Consistent with this direction, MDOT will work with WMATA and regional partners to ensure that safety and state of good repair projects are prioritized and that WMATA implements adequate controls and properly manages and accounts for every taxpayer dollar it receives.



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). The MAA received \$16.9 million of entitlement and discretionary AIP funding in FFY 2015 toward the Runway Safety Area, Standard and Pavement Improvement program, plus \$2.6 million of Voluntary Airport Low Emissions (VALE) funding for PC Air and 400 Hz power on terminal passenger boarding bridges. The MAA received \$30 million of federal discretionary funds in FFY 2014, and \$21 million in FFY 2013. The MAA received \$16.9 million of entitlement and discretionary AIP funding in FFY 2015 toward the Runway Safety Area, Standard and Pavement Improvement program, plus \$2.6 million of Voluntary Airport Low Emissions (VALE) funding for PC Air and 400 Hz power on terminal passenger boarding bridges.

Port of Baltimore

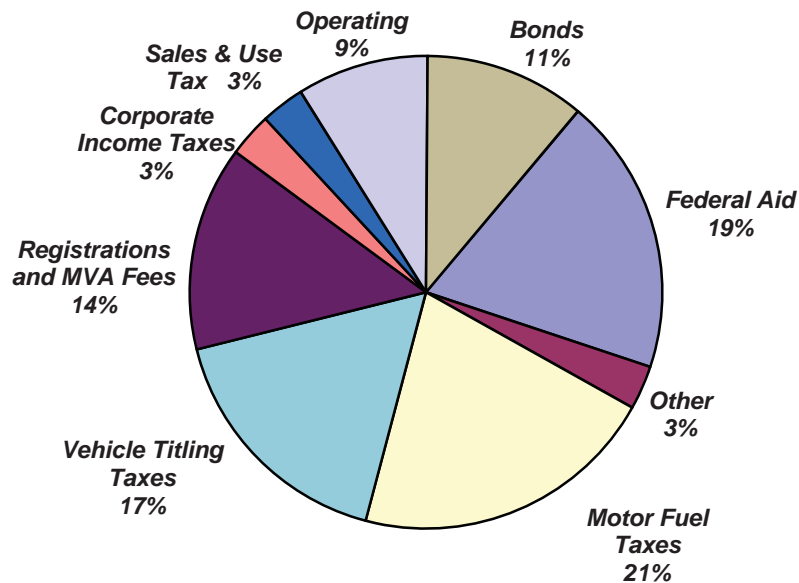
The Water Resources Reform and Development Act (WRRDA) reauthorization bill, enacted by Congress in May 2014, authorizes U.S. Army Corps of Engineers (COE) projects. This bill includes the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of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



WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation the, FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Where The Money Comes From

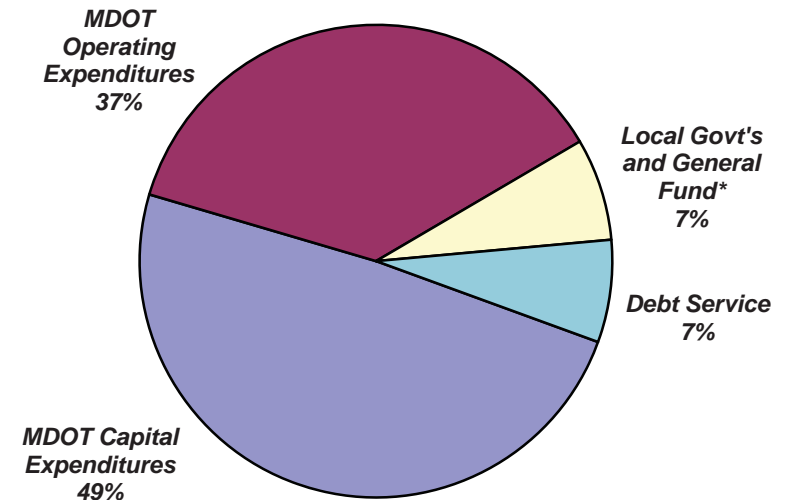


Total projected Trust Fund revenues amount to \$28.5 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2016 - 2021 CTP totals about \$15.7 billion, \$14.5 billion of which comes through the Trust Fund and \$1.2 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



*Includes local HUR restoration, pending legislation

Capital Expenditures

FY 2016-2021 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	254.8	78.5	1.0	334.3	2.1
MVA	132.3	1.6	0.0	133.9	0.9
MAA **	429.0	44.9	165.3	639.2	4.1
MPA	898.4	11.0	0.0	909.4	5.8
MTA	1,484.1	1,910.0	349.9	3,744.0	23.8
WMATA	963.4	0.0	617.9	1,581.3	10.1
SHA	5,373.5	2,910.5	79.5	8,363.4	53.3
TOTAL	9,535.5	4,956.5	1,213.5	15,705.4	100.0

Note: Figures may not add perfectly due to rounding.

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

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

TSO – Transportation Secretary’s Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

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

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

The performance measures were developed and will continue to be developed and updated periodically in a collaborative effort between the Secretary’s Office, the transportation business units, and, every 4-5 years, with the AR-Advisory Committee. These performance measures were last updated January 2014. The AR documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

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

The FAST Act requires the Secretary, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. USDOT continues to establish measures. 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 transportation business units responsible for different modes of travel. Projects in the Consolidated Transportation Program (CTP) are listed under the transportation business unit responsible for the project's delivery.

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

Funding Phases

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

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

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

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

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

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

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

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

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2015-2020 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, \$722.1 million worth of projects have been added to the CTP. Of that amount thirty-nine projects at a cost of \$721.1 million were added to the Construction Program. One project at a cost of \$1.0 million was added to the Development and Evaluation Program (D&E). In addition, fifteen projects were moved from the D&E Program to the Construction Program at a cost of \$1.02 billion. One project was moved from the Construction Program to the D&E Program at a cost of \$12.9 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transit Administration	
Light Rail Safety Improvements	22.8
Bus Network Improvements	37.0
Agencywide Elevator and Escalator Rehabilitation	12.0
Agencywide Radio and Telecommunications Upgrade	28.7
State Highway Administration	
MD 47, Barrelville Road; MD 47, Bridge over North Branch (Allegany)	6.9
MD 36, Mount Savage Road; MD 36, Bridge over Jennings Run (Allegany)	4.1
US 40, Pulaski Highway; US 40, Bridges over Little and Big Gunpowder Falls (Baltimore)	12.4
I-695, Baltimore Beltway; I-695, Bridge on Crosby Road over I-695 (Baltimore)	6.9
US 1, Washington Boulevard; US 1, Bridge over CSX (Baltimore)	25.2
I-83, Harrisburg Expressway; I-83, Bridge over Padonia Road (Baltimore)	10.9
MD 137, Mount Carmel Road; MD 37, Bridge over I-83 (Baltimore)	4.8
MD 86, Lineboro Road; MD 86, Bridge over South Branch of Gunpowder River (Carroll)	6.2

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
MD 496, Bachmans Valley Road; MD 496, Bridge over Big Pipe Creek (Carroll)	3.6
MD 222, N. Main Street; MD 222, Aiken Avenue (Cecil)	4.6
MD 234, Budds Creek Road; MD 234, Bridge over Gilbert Swamp Run (Charles)	4.0
US 40 ALT, Old National Pike; US 40, Old National Pike, Ivy Hill Drive to Middletown Parkway (Frederick)	14.6
MD 355, Urbana Pike; MD 355, Urbana Pike (Frederick)	9.2
MD 355, Urbana Pike; MD 355, Bridge over CSX (Frederick)	6.9
MD 180, Jefferson Pike; North of I-70 to Bridge 10140 (Frederick)	31.0
MD 140, Main Street; MD 140, Bridge over Flat Run (Frederick)	6.2
US 15, Catoctin Mountain Highway; US 15, Bridge over MD 26 (Frederick)	6.6
US 219, Chestnut Ridge Road; US 219, Interchange at I-68 (Garrett)	96.7
MD 39, Hutton Road; MD 39, Bridge over Youghiogheny River (Garrett)	6.2
MD 32, Patuxent Freeway; MD 32, Bridge on Triadelphia Road over MD 32 (Howard)	5.9
I-95; I-95, Montgomery Road Overpass to I-895 Interchange (Howard)	12.8
I-270, Eisenhower Highway; I-270, Active Traffic Management and Innovative Congestion Management (Montgomery)	100.0
I-495, Capital Beltway; I-495, Resurface from I-270Y to Seminary Road (Montgomery)	10.7
MD 355, Frederick Road; MD 355, Bridge over Little Bennett Creek (Montgomery)	5.2
MD 195, Carroll Avenue; MD 195, Bridge over Sligo Creek and Sligo Creek Parkway (Montgomery)	12.2
I-95/I-495, Capital Beltway; I-95/I-495, Bridge over Suitland Road (Prince George's)	33.5
I-95, Capital Beltway; I-95, Resurface I-495 to MD 212 (Prince George's)	13.0
I-95/I-495, Capital Beltway; I-95/I-495, Bridges over Suitland Parkway (Prince George's)	15.0

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
US 50, John Hanson Highway; US 50, south of Lottsford Vista Road to Anne Arundel County Line (Prince George's)	12.9
MD 349, Nanticoke Road; MD 349, Bridge 2201500 over Windsor Creek (Wicomico)	3.3
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems	40.1
I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems	13.1
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges	43.9
Point Breeze - Renovate Building 2330	11.3
Remove, Replace, and Upgrade Sign Structures - Northern Region	20.7
	<hr/>
Total	721.1

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration		
I-70 and I-695, Baltimore Beltway; I-70 / I-695 Triple Bridges (Baltimore)	Planning	1.0
MD 32 Sykesville Road; MD 32 from MD 26 to I-70 (Howard) (Carroll)	Planning	1.3
		<hr/> Total 2.3

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

<u>PROJECT DESCRIPTION</u>	<u>ADDITIONAL COST</u> <u>(\$ MILLIONS)</u>
Motor Vehicle Administration	
Project Core (Enterprise Management System)	16.3
Maryland Aviation Administration	
International Concourse Extension at BWI Marshall Airport	105.2
State Highway Administration	
US 50, John Hanson Highway; US 50, MD 70 to MD 2 (Anne Arundel)	26.6
MD 175, Annapolis Road; MD 175, from Brock Ridge to MD 295 Interchange (Anne Arundel)	111.4
MD 140, Reisterstown Road; MD 140, from Garrison View Road to Painters Mill Road (Baltimore)	17.7
MD 2/4, Solomons Island Road; MD 2/4, from Fox Run Blvd. to Commerve Lane (Calvert)	29.7
MD 404, Shore Highway; MD 404, US 50 to MD 309 and west of Hillsboro Road to Holly Road (Talbot, Queen Anne's, Caroline)	160.5
MD 85, Buckeystown Pike; MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick)	118.1
MD 32, Sykesville Road; From MD 108 to Linden Church Road (Howard)	16.5
MD 32, Patuxent Freeway; MD 32, MD 108 to I-70 (Howard)	90.0
US 1, Baltimore Avenue; US 1, from MD 193 to College Ave. (Prince George's)	56.1
I-95/I-495, Capital Beltway; I-95/I-495, Access to Greenbelt Metro Station (Prince George's)	152.1
MD 5, Point Lookout Road; MD 5, Camp Brown Road to Ranger Station (St. Mary's)	19.6
MD 5, Point Lookout Road; MD 5, at Abell Street/Moakley Street (St. Mary's)	13.7
US 113, Worcester Highway; US 113, Public Landing to Massey Branch (Phase 4). (Worcester)	86.4
	<hr/>
Total	1,019.9

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

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration		
BRAC Intersections near Bethesda Naval Center; BRAC Intersections Improvements near Bethesda Naval Center. (State Wide)	Will be moved to breakout projects.	12.9
		<hr/>
		Total 12.9

PROJECTS REMOVED FROM THE D&E PROGRAM

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

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Exit Lane Technology at BWI Marshall Airport	Engineering	Project moved from D&E to Minor Program, Project #2028
State Highway Administration US 29, Colesville Road/Columbia Pike, and MD 384, Colesville Road; US 29, Colesville Road/Columbia Pike, and MD 384, Colesville Road BRT Study (Montgomery)	Planning	Bus Rapid Transit (BRT) project moved to the MTA program.
MD 97, Georgia Avenue; MD 97, Multimodal transit study between Glenmount and Olney (Montgomery)	Planning	Montgomery County was funding Planning. County decided not to pursue this as BRT route.
MD 355, Wisconsin Avenue/Rockville Pike/Hungerford Drive/Frederick Road/Frederick Avenue; MD 355, Bethesda to Clarksburg BRT Study (Montgomery)	Planning	Bus Rapid Transit (BRT) project moved to the MTA program.

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
State Highway Administration MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)	Construction	Moved to the System Preservation Program

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2015-2020 CTP, for the following four major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Homeowner Assistance Program	Federal funding usage requires noise map update.	FY 2015 to FY 2016
State Highway Administration		
MD 30 Bus. Main Street;MD 30, North Woods Trail to CSX Railroad (Carroll)	Construction delayed due to Town of Hampstead constructing water and sewer upgrades	FY 2016 to FY 2017
MD 355, Rockville Pike;MD 355, Woodmont Avenue/Glenbrook Parkway to South Wood Drive/South Drive (Montgomery)	Montgomery County is performing the Advertisement and Construction of this project. Delayed to match Montgomery County's project schedule.	FY 2015 to FY 2016
I-270, Eisenhower Highway;I-270, Interchange at Watkins Mill Road extended (Montgomery)	Due to the scope of the project being revised	FY 2016 to FY 2017

COST & SCOPE CHANGES

In total, one-hundred and fifty-five major construction projects experienced significant changes in project cost or scope, for a net increase of \$471.0 million. One-hundred projects increased in cost by a total of \$1.17 billion, while forty-nine projects experienced decreases totaling \$691.8 million. The scope of five projects changed, which caused a net increase totalling \$16.5 million, while two projects experienced a reduction in scope totalling \$18.7 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2015 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-three major projects in FY 2015, at a total cost of \$3.88 billion. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
B/C Connector at BWI Marshall Airport	112.6
Maryland Port Administration	
Masonville Vessel Berth Construction	23.2
Maryland Transit Administration	
MARC West Baltimore Station Parking Expansion	10.6
Central Maryland Transit Maintenance Facility	14.8
State Highway Administration	
I-68, National Freeway, and MD 51, Industrial Boulevard; I-68, Rehabilitate Bridge over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51. (Allegany)	18.5
I-68, National Freeway; I-68, Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave. (Allegany)	10.8
MD 648, Baltimore Annapolis Boulevard; Replace Bridge over Cattail Creek (Anne Arundel)	1.4
MD 234, Budds Creek Road; MD 234, Replace Bridge over Allens Fresh Run (Charles)	3.3
US 15, Catocin Mountain Highway; Replace Bridge on Motter Ave. (Frederick)	15.5
US 219, Garrett Highway; Replace Bridge over Cherry Creek (Garrett)	3.3
MD 24, Rocks Road; MD 24, South of Sharon Road to North of Stirrup Run Culvert (Harford)	9.0
MD 7, Philadelphia Road; MD 7, Replace Bridge over James Run (Harford)	4.0
I-95; I-95 South, Welcome Center truck parking expansion (Howard)	5.7
I-95/I-495, Capital Beltway; Resurface Roadway from D'arcy Road to Arena Drive (Prince George's)	11.2
MD 4, Pennsylvania Avenue; MD 4, Replace Bridges over MD 223 (Prince George's)	25.7
MD 822, University of Maryland Eastern Shore Access Road; MD 822, at MD 675 (Somerset)	5.4
I-70, Eisenhower Memorial Highway; I-70, Replace Bridges over MD 63 (Washington)	15.3

FY 2015 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Transportation Authority	
I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks	14.7
I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas	7.7
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs	47.2
I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge	35.5
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)	1,097.6
MD 200, InterCounty Connector	2,386.6
Total	3,879.6

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of sixty-six (66) segments of highway	228.6
Rehabilitation or replacement of twenty-two (22) bridges	57.1
Safety and Geometric Improvements at ten (10) locations	11.1
Fifty-three (53) projects including highway safety, facilities and equipment, environmental preservation, enhancements, crash prevention, guardrail end treatments, ADA, drainage, commuter action improvements, minor reconstruction, traffic management, intelligent transportation systems and intersection capacity improvements	65.7
Two hundred fifty-seven (257) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	114.8
Total	<hr/> 477.3

AWARDS

Highlights of the projects awarded by the Department during FY 2015 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA Daily Garage Repairs	2.2
MAA Replace Passenger Boarding Bridges	6.5
MAA Renovation and Expansion of Concourse C IT Suite	3.0
MPA Building Repairs - Agency Wide	5.8
MPA Expanded Dredge Material Containment Facility - Cox Creek	116.0
MTA Refurbish Reisterstown Plaza Metro Station	3.4
MTA Light Rail - Construct a Pushbutton Routing System (North Avenue)	2.0
MTA Construction, Repairs and Maintenance of Facility Control and Communication System	12.0
SHA US 15 - Monocacy Boulevard Interchange	35.9
SHA I-695 over Benson Avenue, Leeds Avenue, US 1 and Amtrak	42.8
SHA MD 210 Livingston Road/Kerby Hill Road Interchange	87.0
SHA MD 331 - Bridge 20034 over Choptank River	55.7
MdTA Replace Static Scales - JFK Memorial Highway, Hatem and W.P. Lane Jr. Bridges	12.5
MdTA Renovate Headquarters	2.6
Total	387.4

**DEPARTMENT OF TRANSPORTATION
FY 2017 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	120.5
Major Projects	143.7	Major IT Projects	J06I0008	0.1
System Preservation Minor Projects	44.7	Other Funds	Other	75.6
Development and Evaluation Program	0.9			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.9</u>			
MAA TOTAL	196.2			196.2

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	116.9
Major Projects	80.8	Major IT Development	J03D0008	0
System Preservation Minor Projects	21.5			
Development and Evaluation Program	9.9			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.8</u>			
MPA TOTAL	117.0			116.9

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	663.5
Major Projects	640.2	Major IT Development	J05H0108	11.8
System Preservation Minor Projects	70.5	Other Funds	Other	58.4
Development and Evaluation Program	10.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>12.5</u>			
MTA TOTAL	733.7			733.7

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	25.2
Major Projects	7.1	Major IT Development	J04E0008	4.4
System Preservation Minor Projects	21.3			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.2			
MVA TOTAL	<u>29.6</u>			<u>29.6</u>

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	1,489.0
Major Projects	447.8	County and Municipality Capital Program	J02B0103	70.7
System Preservation Minor Projects	1,096.6	Major IT Development	J02B0108	7.5
<u>Development and Evaluation Program</u>	45.8	Other Funds	Other	23.0
SHA TOTAL	<u>1,590.2</u>			<u>1,590.2</u>

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	143.5
Major Projects	260.4	WMATA Capital Costs	J01A0105	153.6
System Preservation Minor Projects	86.3	Major IT Development	J01A0108	0.3
Development and Evaluation Program	49.6	Other Funds	Other	100.9
<u>Capital Salaries, Wages and Other Support Costs</u>	2.0			
TSO TOTAL	<u>398.3</u>			<u>398.3</u>

DEPARTMENT TOTAL

Construction Program		
Major Projects	1,580.0	
System Preservation Minor Projects	1,340.9	
Development and Evaluation Program	116.7	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>27.4</u>	
GRAND TOTAL	3,065.0	<u>3,064.9</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2017 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	28.2	-	-	-	-	28.2
Operating Grants-in-Aid	12.9	-	-	-	-	12.9
Facilities and Capital Equipment	-	143.5	0.9	-	-	144.4
WMATA Operating Grants	323.4	-	-	-	-	323.4
WMATA Capital Grants	-	153.6	99.9	-	-	253.5
<u>Information Technology Services</u>	42.0	0.3	-	-	-	42.3
Subtotal	406.5	297.4	100.8	-	-	804.7
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	309.9	309.9
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,489.0	23.0	-	-	1,512.0
State System Maintenance	261.1	-	-	-	-	261.1
County & Municipality Capital Program	-	4.8	-	65.9	-	70.7
Highway Safety Operating Program	10.6	-	-	-	-	10.6
County & Municipality Program	-	-	-	177.4	-	177.4
<u>Major IT Development</u>	-	7.5	-	-	-	7.5
Subtotal	271.7	1,501.3	23.0	243.3	-	2,039.3

Maryland Port Administration (J03D00)

Port Operations	51.6	-	-	-	-	51.6
<u>Port Facilities and Capital Equipment</u>	-	116.9	-	-	-	116.9
Subtotal	51.6	116.9	-	-	-	168.5

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	192.1	-	-	-	-	192.1
Facilities and Capital Equipment	-	25.2	-	-	-	25.2
Motor Vehicle Highway Safety Program	14.8	-	-	-	-	14.8
<u>Major IT Development</u>	-	4.4	-	-	-	4.4
Subtotal	206.9	29.6	-	-	-	236.5

Maryland Transit Administration (J05H00)

Transit Administration	55.1	-	-	-	-	55.1
Bus Operations	355.7	-	-	-	-	355.7
Rail Operations (Includes MARC)	239.4	-	-	-	-	239.4
Capital Equipment (Includes MARC)	-	663.5	58.3	-	-	721.8
Statewide Programs Operations	137.8	-	-	-	-	137.8
<u>Major IT Development</u>	-	11.8	-	-	-	11.8
Subtotal	788.0	675.3	58.3	-	-	1,521.6

Maryland Aviation Administration (J06100)

Airport Operations	187.2	-	-	-	-	187.2
Facilities and Capital Equipment	-	120.5	75.6	-	-	196.1
<u>Major IT Development</u>	-	0.1	-	-	-	0.1
Subtotal	187.2	120.6	75.6	-	-	383.4

DEPARTMENT TOTAL	1,911.9	2,741.1	257.7	243.3	309.9	5,463.9
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2016</u>	BUDGET YEAR <u>2017</u>	Planning Years				SIX - YEAR TOTAL
			<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Motor Vehicle Administration	23.2	29.6	28.6	18.6	17.2	16.6	133.9
Maryland Aviation Administration	241.5	196.1	91.3	35.6	34.2	40.5	639.2
Maryland Port Administration	121.2	116.9	220.9	212.8	130.0	107.5	909.4
Maryland Transit Administration	465.8	733.6	862.3	690.0	523.3	469.0	3,744.0
Washington Metropolitan Area Transit	249.3	253.4	255.8	265.3	273.4	284.1	1,581.3
State Highway Administration	<u>1,410.9</u>	<u>1,590.1</u>	<u>1,598.7</u>	<u>1,304.9</u>	<u>1,211.4</u>	<u>1,247.4</u>	<u>8,363.4</u>
TOTAL CAPITAL	2,616.0	3,064.5	3,081.5	2,560.1	2,204.3	2,179.0	15,705.4
Special Funds	1,605.3	1,720.6	1,902.3	1,609.0	1,370.9	1,327.4	9,535.4
Federal Funds	771.4	1,086.2	978.3	771.2	644.1	705.5	4,956.5
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5
<u>OPERATING PROGRAM</u>							
The Secretary's Office	83.1	83.1	85.0	87.0	89.0	91.0	518.2
Motor Vehicle Administration	204.7	207.0	213.0	220.0	225.0	230.0	1,299.7
Maryland Aviation Administration	186.9	187.2	192.0	197.0	202.0	206.0	1,171.1
Maryland Port Administration	51.0	51.6	52.0	53.0	54.0	55.0	316.6
Maryland Transit Administration	763.3	788.1	799.0	821.0	841.0	859.0	4,871.4
WMATA Grants (WMATA)	320.4	323.4	346.0	350.0	379.0	394.0	2,112.8
State Highway Administration	<u>262.0</u>	<u>271.6</u>	<u>280.0</u>	<u>288.0</u>	<u>295.0</u>	<u>301.0</u>	<u>1,697.6</u>
TOTAL OPERATING	1,871.4	1,912.0	1,967.0	2,016.0	2,085.0	2,136.0	11,987.4
Special Funds	1,773.9	1,813.7	1,870.0	1,919.0	1,988.0	2,039.0	11,403.6
Federal Funds	96.6	97.2	97.0	97.0	97.0	97.0	581.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT YEAR <u>2016</u>	BUDGET YEAR <u>2017</u>	Planning Years				SIX - YEAR TOTAL
			<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	169.3	177.4	179.0	183.0	184.0	187.0	1,079.7
County and Municipal Program - HUR Restoration	-	-	101.0	150.0	200.0	252.0	703.0
County and Municipal Capital	70.8	70.7	-	-	-	-	141.5
TOTAL DISTRIBUTION OF SHARED REVENUES	240.1	248.1	280.0	333.0	384.0	439.0	1,924.2
Special Funds	174.2	182.3	-	-	-	-	356.5
Federal Funds	65.9	65.9	-	-	-	-	131.8
<u>DEBT SERVICE REQUIREMENTS</u>							
	-	-	-	-	-	-	-
Special Funds	282.7	309.9	354.0	344.0	340.0	401.0	2,031.6
<u>DEPARTMENT TOTAL</u>	<u>4,727.5</u>	<u>5,224.6</u>	<u>5,328.5</u>	<u>4,909.1</u>	<u>4,673.3</u>	<u>4,754.0</u>	<u>29,617.0</u>
Special Funds	3,836.1	4,026.5	4,126.3	3,872.0	3,698.9	3,767.4	23,327.1
Federal Funds	933.9	1,249.3	1,075.3	868.2	741.1	802.5	5,670.1
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5

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

B- Includes County and Municipality transfer funds from the federal government.

C- Capital Program WMATA Grants line includes federal funds received by WMATA directly.

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

E- Debt Service for County Bonds is not included in FY 2018 - 2021

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 2016-FY 2021 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020 - 21</u>	
National Highway Performance Program (NHPP)	341.3	303.3	299.9	338.7	516.4	1,799.6
Surface Transportation Program (STP)	132.6	161.0	182.3	150.5	297.8	924.2
Congestion Mitigation/Air Quality (CMAQ)	58.7	58.7	57.3	84.1	107.3	366.1
Highway Safety Improvement Program (HSIP)	6.6	31.3	48.7	31.7	60.4	178.7
Statewide Planning & Research (SPR)	17.9	10.2	10.4	10.6	21.8	70.9
Transportation Alternative Program (TAP)	14.0	13.0	12.9	12.8	23.8	76.5
Special Federal Appropriations	4.3	5.7	0.7	0.6	6.4	17.7
Urbanized Area Formula	103.0	105.0	100.0	121.0	208.0	637.0
New Starts, Fixed Guideway, Modernization & Bus	41.0	41.0	42.0	42.0	60.0	226.0
Elderly and Persons with Disabilities	-	5.0	-	7.0	-	12.0
Rural Area Formula	<u>5.1</u>	<u>5.1</u>	<u>5.1</u>	<u>5.1</u>	<u>10.2</u>	<u>30.6</u>
TOTALS	724.5	739.3	759.3	804.1	1,312.1	4,339.3

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 2016 - FY 2021 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2016	2017	2018	2019	2020 - 21	
<u>Environmental Projects</u>						
National Highway Performance Program	10.8	7.5	3.0	2.6	10.5	34.4
Surface Transportation Program	12.9	7.4	7.2	3.6	19.6	50.7
Transportation Alternative Program	9.4	13.4	13.3	12.8	24.5	73.4
Highway Safety	1.4	0.5	0.4	0.3	1.6	4.2
<u>Safety and Spot Improvements</u>						
National Highway Performance Program	16.8	14.0	11.4	8.1	19.1	69.4
Surface Transportation Program	46.0	30.9	25.6	18.3	48.8	169.6
Congestion Mitigation/Air Quality	1.1	0.8	0.7	0.4	0.9	3.9
Highway Safety	10.6	6.8	5.8	4.6	13.5	41.3
<u>Resurfacing and Rehabilitation</u>						
National Highway Performance Program	53.4	37.8	35.5	22.6	53.6	202.9
Surface Transportation	69.5	49.3	46.3	29.4	69.9	264.4
Highway Safety	1.2	0.9	0.8	0.5	1.2	4.6
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	65.4	49.0	55.0	41.5	90.2	301.1
Surface Transportation	4.2	3.1	3.5	2.6	5.8	19.2
<u>Urban Reconstruction/Revitalization</u>						
National Highway Performance	8.0	6.2	6.8	5.1	10.1	36.2
Surface Transportation	14.9	11.6	12.6	9.6	18.7	67.4
<u>Congestion Management</u>						
National Highway Performance Program	1.9	1.4	1.4	0.8	2.0	7.5
Surface Transportation Program	4.4	3.1	3.4	1.9	4.1	16.9
Congestion Mitigation/Air Quality	3.8	2.8	2.8	1.8	4.7	15.9
TOTALS	<u>335.7</u>	<u>246.5</u>	<u>235.5</u>	<u>166.5</u>	<u>398.8</u>	<u>1,383.0</u>

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

The following listing estimates system preservation program levels for FY 2016 through FY 2021. Anticipated projects for FY 2016 and FY 2017 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2018	2019	2020	2021	
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Information Technology Project	10.0	11.8	7.4	5.5	5.6	5.4	45.7
Minor Projects	<u>54.5</u>	<u>74.4</u>	<u>7.8</u>	<u>7.4</u>	<u>2.1</u>	<u>2.1</u>	148.3
TOTAL	64.5	86.2	15.2	12.9	7.7	7.5	194.0
<u>Motor Vehicle Administration</u>							
Building Improvements	4.5	6.6	8.0	6.4	6.9	5.8	38.2
Information Technology	13.3	14.6	12.5	9.4	7.3	7.7	64.8
Safety	<u>0.1</u>	-	-	-	-	-	<u>0.1</u>
TOTAL	17.9	21.2	20.5	15.8	14.2	13.5	103.1
<u>Maryland Aviation Administration</u>							
Airport Technology	5.5	1.7	1.2	1.2	1.2	1.2	12.0
Airside Development	4.5	3.7	-	-	-	-	8.2
Annual	1.9	1.4	0.1	0.1	0.1	0.1	3.7
Baltimore/Washington	4.9	5.9	23.2	22.3	23.5	25.3	105.1
Consol Rental Car Facility	2.4	2.7	-	-	-	-	5.1
Environmental Compliance	1.1	0.6	-	-	-	-	1.7
Equipment	8.6	5.9	2.7	2.7	-	4.5	24.4
Information Technology CTIPP	2.0	0.6	-	-	-	-	2.6
International Infrastructure	3.5	2.1	-	-	-	-	5.6

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				SIX-YEAR
	YEAR	YEAR	2018	2019	2020	2021	TOTAL
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>TOTAL</u>
<u>Maryland Aviation Administration</u>							
Landside Development	3.0	0.6	-	-	-	-	3.6
Martin State	1.7	1.0	-	-	-	-	2.7
Regional Aviation	3.9	3.0	2.4	2.4	2.4	2.4	16.5
Security	1.7	1.0	-	-	-	-	2.7
Terminal Development	<u>26.0</u>	<u>14.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>40.4</u>
TOTAL	70.7	44.6	29.6	28.7	27.2	33.5	234.3
<u>Maryland Port Administration</u>							
All Terminals	8.9	7.1	24.9	32.9	22.3	22.4	118.5
Dundalk Marine Terminal	9.2	6.0	18.8	5.8	-	-	39.8
Facilities and Equipment	1.9	1.0	1.2	1.2	1.2	1.2	7.7
North Locust Point	-	-	0.6	0.8	-	-	1.4
Open-Ended Consulting	5.7	5.3	7.5	7.5	7.6	6.7	40.3
Port-Wide	1.2	0.6	0.6	2.5	0.5	0.7	6.1
World Trade Center	<u>1.5</u>	<u>1.5</u>	<u>2.9</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>9.5</u>
TOTAL	28.4	21.5	56.5	51.9	32.8	32.2	223.3
<u>Maryland Transit Administration</u>							
Agency Wide	25.3	28.9	27.6	22.3	19.0	26.8	149.9
Bus	8.4	11.7	11.4	5.4	5.0	8.4	50.3
Freight	5.6	5.0	3.5	0.1	0.4	1.5	16.1
Information Technology	1.4	1.0	-	-	-	-	2.4
Light Rail	11.2	8.6	12.9	4.1	5.0	9.5	51.3
LOTS	0.5	0.5	0.8	0.7	0.5	0.5	3.5
MARC	5.4	4.4	4.4	3.1	5.1	5.1	27.5
Metro	8.8	9.2	8.5	6.4	8.7	7.8	49.4
Mobility	1.8	1.1	1.8	0.7	2.0	1.0	8.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>							
New Starts	4.5	-	-	-	-	-	4.5
TOTAL	72.9	70.4	70.9	42.8	45.7	60.6	363.3
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway & Bridge	773.9	796.3	727.4	535.1	496.6	660.4	3,989.7
Total Maximum Daily Load	64.6	74.0	123.2	109.7	108.1	108.0	587.6
Noise Barriers	17.2	12.3	2.3	2.2	2.3	1.2	37.5
Enhancements	11.9	16.7	16.6	16.0	15.7	14.7	91.6
Facilities	34.8	22.2	18.7	20.5	17.4	20.3	133.9
Communications	18.6	6.1	6.0	5.9	5.8	4.8	47.2
Equipment	25.5	22.5	22.5	22.1	18.6	17.4	128.6
Environmental Compliance	8.6	8.9	8.0	7.9	7.7	6.7	47.8
Truck Weight	4.2	9.4	7.2	5.7	5.0	4.0	35.5
TOTAL	959.3	968.4	931.9	725.1	677.2	837.5	5,099.4
CTP SYSTEM							
PRESERVATION PROJECTS	1,213.7	1,212.3	1,124.6	877.2	804.8	984.8	6,217.4

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.

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	I-68, National Freeway, and MD 51, Industrial Boulevard -- Interstate	I-68, Rehabilitate Bridge over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	I-68, Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
3.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
4.	MD 47, Barrelville Road -- Secondary	MD 47, Bridge over North Branch
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridge over Padonia Road
3.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
4.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Milford Mill Road
6.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
9.	MD 25, Falls Road -- Secondary	MD 25, Bridge to Georges Run
10.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
12.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
13.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Calvert County</u>		
	<u>Construction Program</u>	
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek
<u>Caroline County</u>		
	<u>Construction Program</u>	
3.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
<u>Carroll County</u>		
	<u>Construction Program</u>	
2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River
3.	MD 496, Bachmans Valley Road -- Secondary	MD 496, Bridge over Big Pipe Creek
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 222, N. Main Street -- Secondary	MD 222, Aiken Avenue
2.	MD 272, Mauldin Ave -- Secondary	MD 272, Replace Bridge over Amtrak
<u>Charles County</u>		
	<u>Construction Program</u>	
1.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
2.	MD 234, Budds Creek Road -- Secondary	MD 234, Replace Bridge over Allens Fresh Run
<u>Frederick County</u>		
	<u>Construction Program</u>	
2.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
4.	MD 75, Green Valley Road -- Secondary	MD 75, Replace Bridge over Haines Branch

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Frederick County</u>		
<u>Construction Program</u>		
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Urbana Pike
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX
<u>Garrett County</u>		
<u>Construction Program</u>		
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River
<u>Howard County</u>		
<u>Construction Program</u>		
3.	MD 32, Patuxent Freeway -- Primary	MD 32, Bridge on Triadelphia Road over MD 32
<u>Montgomery County</u>		
<u>Construction Program</u>		
8.	MD 193, University Boulevard -- Secondary	MD 193, Replace Bridge over I-495
9.	MD 195, Carroll Avenue -- Secondary	MD 195, Bridge over Sligo Creek and Sligo Creek Parkway
11.	MD 355, Frederick Road -- Secondary	MD 355, Bridge over Little Bennett Creek
<u>Prince George's County</u>		
<u>Construction Program</u>		
3.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
4.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
8.	MD 4, Pennsylvania Avenue -- Primary	MD 4, Replace Bridges over MD 223

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Somerset County

Construction Program

1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
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St. Mary's County

Construction Program

3.	MD 5, Point Lookout Road -- Secondary	MD 5, Replace Bridge over Eastern Branch
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Talbot County

Construction Program

2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
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Washington County

Construction Program

1.	I-70, Eisenhower Memorial Highway -- Interstate	I-70, Replace Bridges over MD 63
2.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River

Wicomico County

Construction Program

1.	MD 349, Nanticoke Road -- Secondary	MD 349, Bridge 2201500 over Windsor Creek
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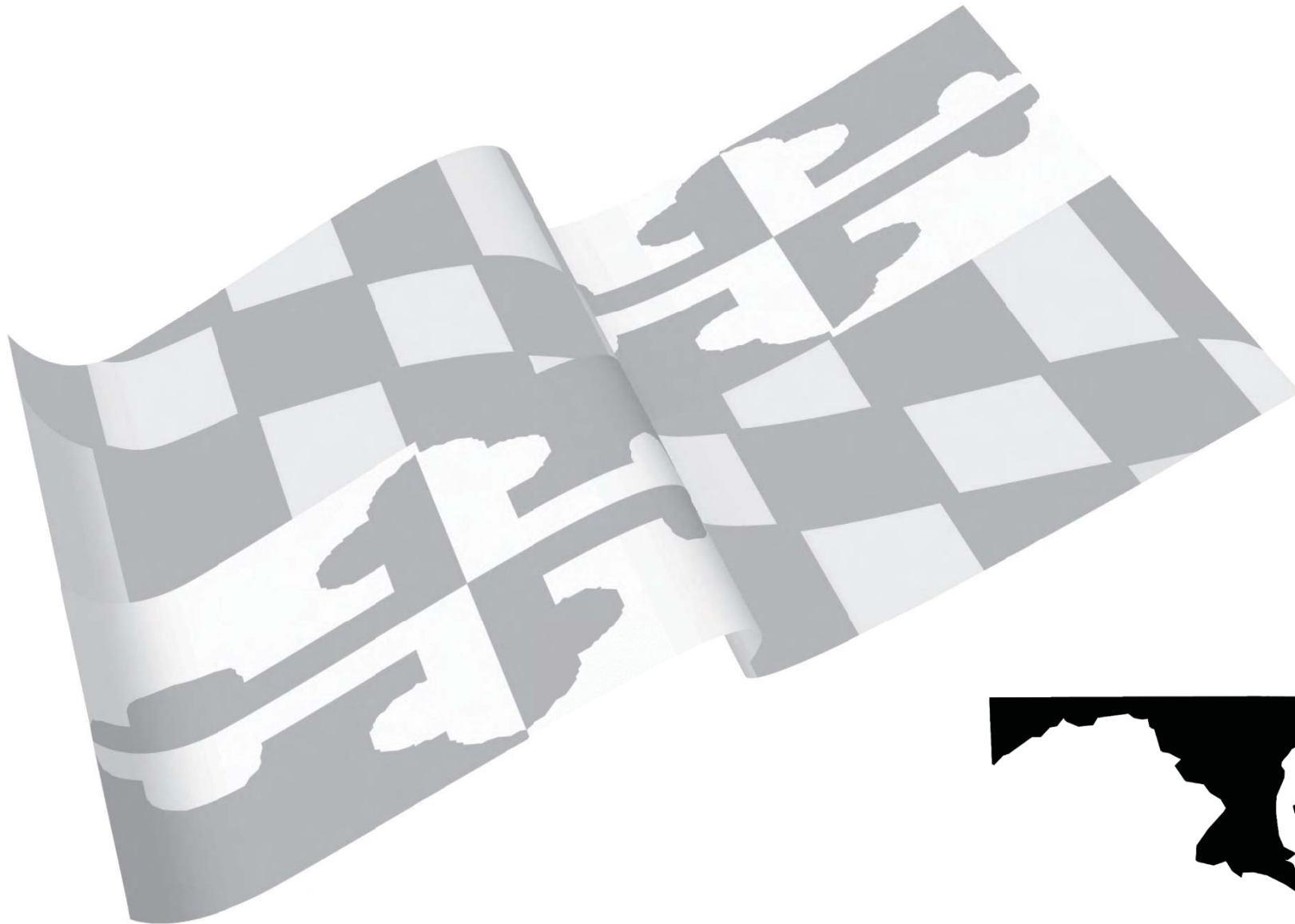
Worcester County

Construction Program

1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
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Development and Evaluation Program

4.	US 50, Ocean Gateway -- Primary	US 50, Replace Bridge over Sinepuxent Bay
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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 2015	FY16-21 Ped/Bike Program Funding [^]
Retrofit Sidewalk Program		7,834,000	30,200,000
Retrofit Bicycle Program		7,231,000	20,800,000
ADA Program		24,000,000	60,400,000
Urban Reconstruction		3,826,450	18,781,500*
Primary/Secondary Program		8,946,252	8,946,252**
Bikeways Program	10,494,000	--	14,233,000
Bikeshare Program	1,256,300	--	0
Transportation Enhancements/Alternatives Program	45,747,740	--	45,800,000***
Recreational Trails	3,943,000	--	5,610,000***
Safe Routes to School Program	7,932,556	--	0^^
Federal Earmark Projects	17,411,917	--	0^^^
Total	86,785,513	51,837,702	204,770,752

[^]Includes planning, design and construction funds

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

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

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

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF DECEMBER 2015

The following projects, funded for construction as of December 2015, are typical of projects that will be developed through the bicycle and pedestrian programs.

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 16-17)

Calvert County

Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd 755,000

Cecil County

MD 267 - Market St to MD 7C 985,000

MD 272 - Irishtown Road to Church Street 1,070,000

Charles County

MD 210 - Ruth B Swann Dr to Wooster Dr 519,000

Montgomery County

MD 355 - Grafton Street to Bradley Lane 1,760,000

Statewide

Various locations in District 7 2,745,000

TOTAL 7,834,000

Retrofit Bicycle Program (Fiscal years 16 - 17)

Anne Arundel County

MD 170 - MD 648 to Andover Road 1,605,000

Baltimore County

US 1 - US 1 Alt. to Baltimore City Line 4,224,000

Montgomery County

MD187 - Lincoln Drive to Charles Street 1,402,000

TOTAL 7,231,000

ADA Program (Fiscal years 16 - 17)

TOTAL 24,000,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Urban Reconstruction (Fiscal years 16 - 17)

Baltimore County

US 40 - Intersection improvements at Mohr's Lane	324,045
(\$5,685,000 total construction cost, estimated \$324,045 for ped/bike elements)	

Calvert County

MD 231 - Heritage Blvd to MD765A, MD 765A from Old Fields Lane to Armory Road	197,961
(\$3,473,000 total construction cost, estimated \$197,961 for ped/bike elements)	

Frederick County

MD 144 FB - through Town of New Market to Bye Alley	458,280
(\$8,040,000 total construction cost, estimated \$458,280 for ped/bike elements)	

Harford County

MD 755 - Willoughby Beach Road to MARC Station	381,900
(\$6,700,000 total construction cost, estimated \$381,900 for ped/bike elements)	

Prince George's County

MD 5 - Curtis Lane and Branch Avenue to south of Suitland Parkway	563,730
(\$9,890,000 total construction cost, estimated \$563,730 for ped/bike elements)	

MD 201 - Kenilworth Towers to Riverdale Road	544,749
(\$9,557,000 total construction cost, estimated \$544,749 for ped/bike elements)	

MD 4 – Forestville Road to MD 458 (Silver Hill Road)	1,355,785
(\$23,785,700 total construction cost, estimated \$1,355,785 for ped/bike elements)	

TOTAL	3,826,450
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Primary/Secondary Program (FY2016-17)

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

Anne Arundel County

MD 175 - Disney Road to Reece Road	shoulders	1.1 miles	165,000
	sidewalks	1.1 miles	151,008

MD 175 - Mapes Road to Reece Road	shoulders	0.6 miles	90,000
	sidewalks	0.6 miles	82,368

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Baltimore County

MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
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Caroline County

MD 404 - MD 309 to Cemetery Road	shoulders	1.1 miles	163,500
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MD 404 - US 50 to MD 309	shoulders	9.1 miles	1,365,000
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MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
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Carroll County

MD 30 Bus. - Hampstead Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648

Cecil County

MD 272 - Bridge over Amtrak	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728

MD 222 - Bridge over Rock Run	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

US 40 ALT - Old National Pike	sidewalks	2.1 miles	288,288
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Montgomery County

I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	68,640
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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
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MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

MD 320 - Anacostia Tributary	pedestrian bridge	0.0 miles	1,500,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640
<u>Prince George's County</u>			
I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 337 - at MD 218 and I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000
MD 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
<u>Queen Anne's County</u>			
US 301 - at MD 304	shoulders	0.1 miles	15,000
MD 404 - west of MD 309 to Cemetery Rd (Ph. 1B)	shoulders	1.1 miles	165,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Somerset County

MD 822 - at MD 675	sidewalks	0.5 miles	68,640
US 13 - Bridge over Pocomoke	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000

Saint Mary's County

MD 5 - south of Camp Brown Road to the Roger Station	shoulders	2.0 miles	300,000
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Wicomico County

MD 349 - Bridge over Windsor Creek	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728

Worcester County

US 113 - Massey Branch to Five Mile Branch	shoulders	4.6 miles	690,000
US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000

wide curb lanes	8.9 miles	sub-total	1,335,000
shoulders	26.2 miles	sub-total	3,928,500
pedestrian bridge	1.0 bridge	sub-total	1,500,000
sidewalks	15.9 miles	sub-total	2,182,752

TOTAL 8,946,252

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 FY2016

Department of Natural Resources, Construction of Upper Chesapeake Rail Trail	398,966
Hagerstown, Marsh Run Trail Design and City bicycle improvements	90,000
Salisbury, Fitzwater Street bicycle improvements design	32,000

TOTAL ONGOING AWARDS 10,494,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Bikeshare Program

Baltimore City bikeshare	881,300
University of Maryland	187,500
City of College Park	187,500

TOTAL ONGOING AWARDS 1,256,300

Transportation Enhancements/Alternatives Program

Allegany County

Amtrak Station Entryway Improvement	243,000
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Anne Arundel County

Broadneck Peninsula trail	1,808,868
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Baltimore City

Jones Falls Greenway Phase V	2,050,000
Herring Run Greenway	1,980,000
Downtown Baltimore Bicycle Network	1,220,000
Baltimore Waterfront Promenade	2,000,000
Inner Harbor Crosswalks and Bicycle Way Finding	1,050,000
Inner Harbor Jones Falls Trail Enhancement	313,728
Potomac Street Two-Way Cycle Track	568,431

Calvert County

Bohemia Trail	1,354,588
Solomon's Island Road Sidewalks	904,440

Caroline County

Town of Federalsburg Gerardi Blvd Sidewalk	40,000
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Charles County

Indian Head Boardwalk	1,504,100
Indian Head Trailhead Restroom	360,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Carroll County

Town of Sykesville Sidewalks 53,048

Frederick County

Ballenger Creek Trail Phase IV 360,000

Carroll Creek Park Trail Phase II 5,959,000

Howard County

Patuxent Branch Trail Paving- ADA improvements 1,092,000

Montgomery County

Ethan Allen Gateway Streetscape 1,255,123

Flower Avenue Green Street Project 1,040,330

Sligo Creek Trail Improvement 548,000

Falls Road East Shared Use Path 99,703

North Branch 2,000,000

Prince George's County

Bowie Heritage Trail 404,297

City of College Park Hollywood Road Sidewalk Feasibility Study 36,000

Queen Anne's County

Cross County Connector Trail, Grasonville 3,431,084

St. Mary's County

Three Notch Trail Phase VI 1,789,000

MD 5 Pedestrian and Bicycle Trail 1,741,000

Talbot County

Easton Rail Spur Line 827,000

Dutchman's Lane Sidewalk 600,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Washington County

Western Maryland Rail Trail Phase IV	2,450,000
City of Hagerstown Marsh Run Multi-Use Trail	200,000
National Park Service, C&O Canal NHP Rehabilitation of the Conococheague Creek Aqueduct	6,240,000

Wicomico County

Northeast Collector Road Bikepath Phase II	225,000
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TOTAL 45,747,740

Recreational Trails Program

Typical projects, awarded FY2016

Adkins Arboretum Bridge deck repair and visitor guide	23,987
Department of Natural Resources, Greenbriar State Park Red Trail Extension	39,000
Mid-Atlantic Off-Road Enthusiasts, Inc. Patuxent River State Park Trail Project	40,000
Queen Anne's County Cross Island Trail repair	30,000
Town of Union Bridge Wetlands Park trail Extension	40,000

TOTAL ONGOING AWARDS 3,943,000

Safe Routes to School

Typical projects

Hagerstown Access Improvements in Vicinity of Bester Elementary	375,000
Prince George's County	677,993
St. Michael's Elementary	196,800
Takoma Park	152,377

TOTAL ONGOING AWARDS 7,932,556

Federal Earmark Projects

Allegany County

Allegany Highlands Trail	559,717
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Anne Arundel County

South Shore Trail	1,600,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Baltimore City

Gwynns Falls Trail/CSX Bridge	335,000
Reconstruct East North Avenue (US 1)	4,000,000
MLK Boulevard & West Baltimore Street	2,000,000

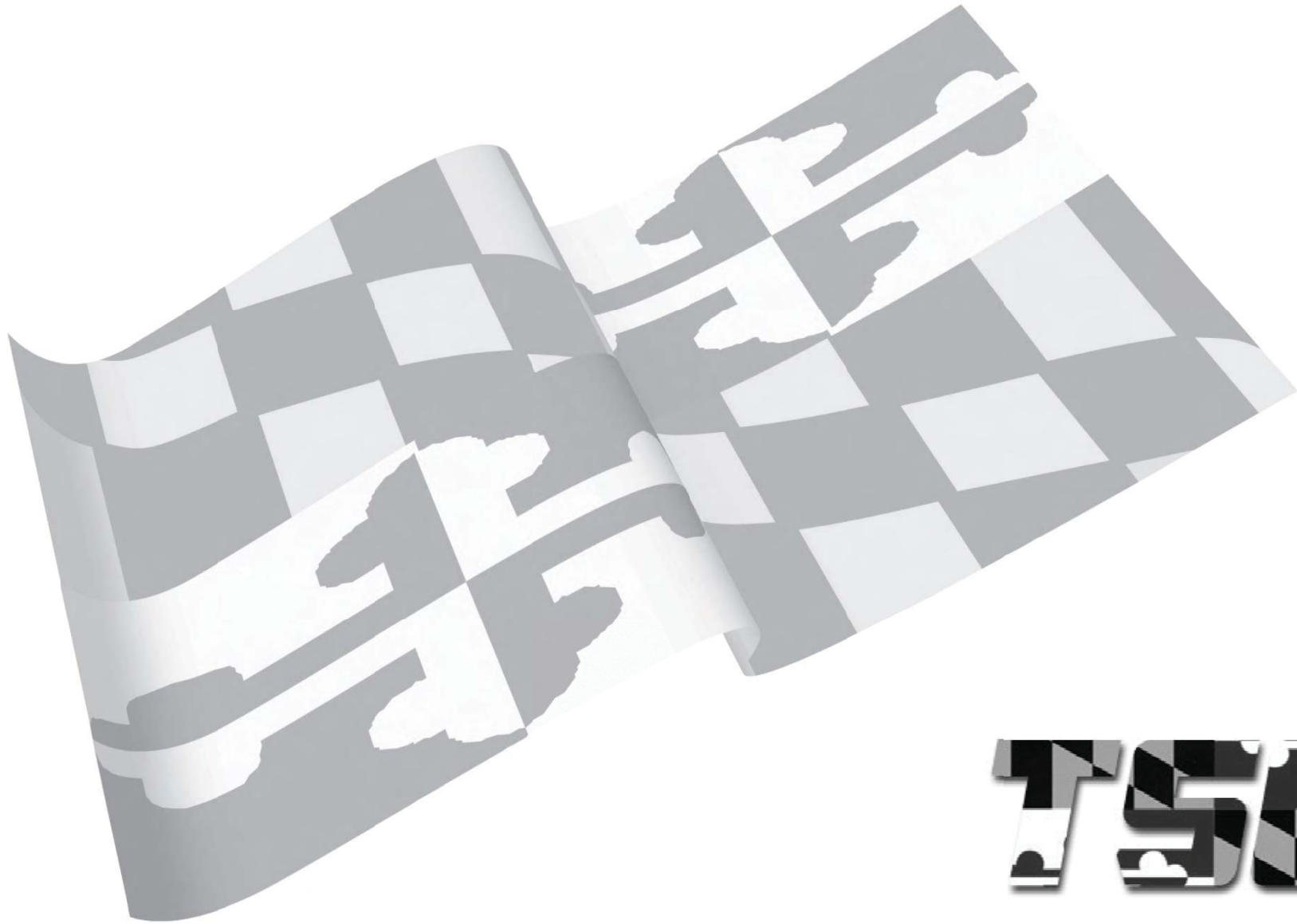
St. Mary's County

St. Mary's College Safety and Traffic Calming Improvements	1,500,000
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Montgomery County

Rockville Intermodal Access, Maryland Avenue and Market Street	3,200,000
Complete Streets Near Metro Stations	827,200
Long Branch Village Center Access Improvements	750,000
Coppin State University ADA Improvements	2,640,000

TOTAL ONGOING AWARDS 17,411,917



TSP



THE SECRETARY'S OFFICE

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

	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	11.7	6.9	6.9	18.0	5.0	4.3	52.9
System Preservation Minor Projects	64.6	86.2	15.1	12.9	7.7	7.5	194.1
<u>Development & Evaluation Program</u>	<u>25.6</u>	<u>49.6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>75.2</u>
SUBTOTAL	101.9	142.7	22.0	30.9	12.8	11.9	322.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>2.1</u>	<u>2.0</u>	<u>1.9</u>	<u>2.0</u>	<u>2.0</u>	<u>2.0</u>	<u>12.1</u>
TOTAL	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Special Funds	77.1	92.2	23.9	32.9	14.8	13.9	254.8
Federal Funds	26.9	51.6	-	-	-	-	78.5
Other Funds		1.0	-	-	-	-	1.0



PROJECT: Transportation Enhancement Program

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

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

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

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

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

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

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

EXPLANATION: Transportation enhancement projects will improve connectivity by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting and preservation of historical 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 2015 - 20 CTP: Added FY21 funding.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015			2016	20172018....2019....			....2020....	....2021....
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	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Total	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Federal-Aid	238,272	164,872	9,400	13,400	13,300	12,800	12,700	11,800	73,400	0

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added FY21 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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	73,079	49,041	4,009	3,789	3,871	4,187	4,045	4,137	24,038	0
Total	73,079	49,041	4,009	3,789	3,871	4,187	4,045	4,137	24,038	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Bikeways Network Program

DESCRIPTION: Program funds are made available to local jurisdictions and other eligible entities for projects that address gaps in the statewide bicycle network and that advance the goals outlined in the Maryland Bike and Pedestrian Master Plan

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation strategy. The program helps 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. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for

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

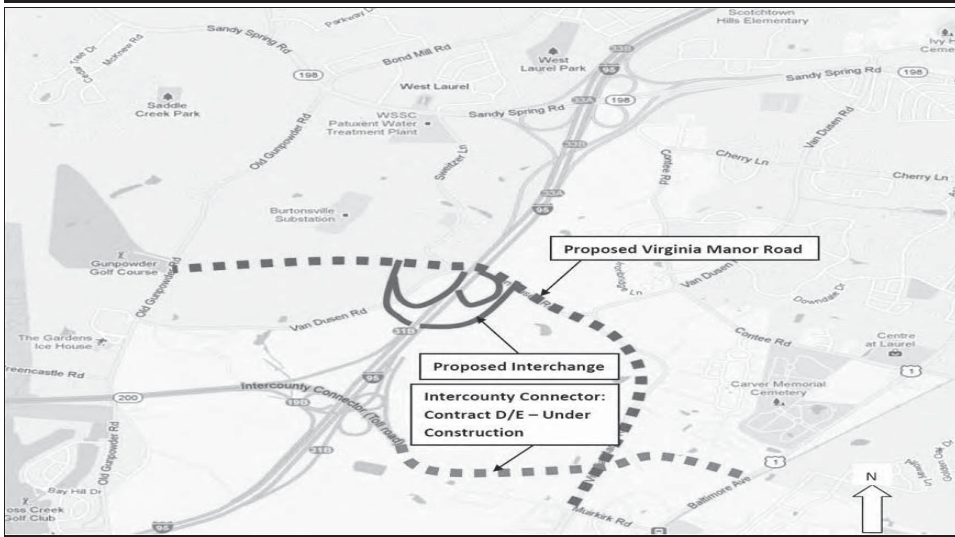
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|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: Sidewalk Program (SHA Line SW-2), Transportation Enhancements Program (TSO Line - 1)

STATUS: Over 100 bikeways projects have been awarded in four grant cycles. Approximately 25 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added \$2.3M in funding for FY17 grant cycle.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					
					....2018....	....2019....	....2020....	....2021....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,595	4,362	3,893	3,130	3,010	3,000	1,000	200	14,233	0
Total	18,595	4,362	3,893	3,130	3,010	3,000	1,000	200	14,233	0
Federal-Aid	1,295	1,093	202	0	0	0	0	0	202	0



PROJECT: Virginia Manor Road Relocated (Konterra Drive), Old Gunpowder Road to Ritz Road

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 3.2 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

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

ASSOCIATED IMPROVEMENTS: MD 200, InterCounty Connector (MdTA - Line 18)

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 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 of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. Virginia Manor Road has been renamed Konterra Drive from Old Gunpowder Road to Ritz Road. The relocation of a Washington Suburban Sanitary Commission (WSSC) water line along Konterra Drive is underway and expected to be completed in FY 16. The \$11M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2015			2016	20172018.....2019.....		2020.....	.....2021.....
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	12,344	3,805	0	0	10,851	0	0	14,656	0	
Total	30,000	15,344	3,805	0	0	10,851	0	0	14,656	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: State-Owned Freight Rail

DESCRIPTION: Funding for engineering and construction for repairs and improvements to State-owned freight railroad lines. Includes regular inspection and rehabilitation of bridges, replacement of grade crossings, and track improvements to support continued safe and efficient operation of short line freight services. Projects and funding are included in MTA's Capital Program.

JUSTIFICATION: Short line freight operations are essential to the economic welfare of the areas they serve. Regular inspection and rehabilitation of bridges is required to meet Federal Railroad Administration (FRA) safety requirements, and improvements to track and replacement of grade crossings is required to bring conditions up to industry standards for modern freight cars and to ensure continued safe and efficient operation into the future.

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

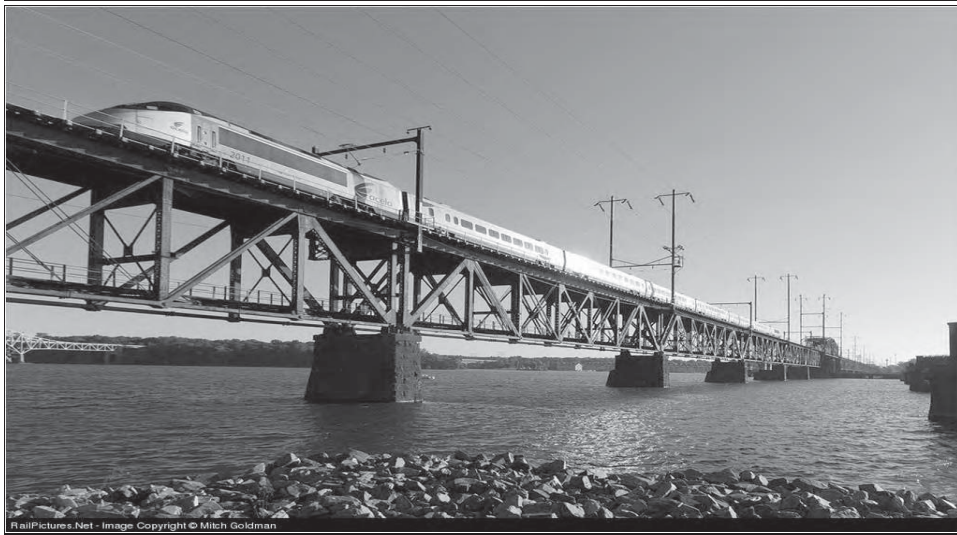
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering and construction efforts are ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015			2016	20172018.....2019.....			.....2020.....	.....2021.....
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	57,084	31,174	7,933	6,689	4,891	1,220	2,126	3,051	25,910	0
Total	57,084	31,174	7,933	6,689	4,891	1,220	2,126	3,051	25,910	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project budgets increased by \$6.3M due to addition of FY21 funding and new funding to support design for rehabilitation of track between Massey and Chestertown.



PROJECT: Amtrak's Susquehanna River Bridge

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

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

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-39)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	4,154	7,000	10,846	0	0	0	0	17,846	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	4,154	7,000	10,846	0	0	0	0	17,846	0
Federal-Aid	22,000	4,154	7,000	10,846	0	0	0	0	17,846	0



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

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

JUSTIFICATION: The B&P Tunnel is located along the Northeast Corridor (NEC), the busiest corridor in Amtrak's rail network. The NEC is between Washington D.C. and Boston, Massachusetts, and carries approximately 144 Amtrak, MARC commuter and Norfolk Southern freight trains per day. The existing two-track tunnel was constructed in 1873 and is currently owned and maintained by Amtrak. Due to its age and design, the tunnel creates a capacity and speed bottleneck along the heavily traveled NEC.

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

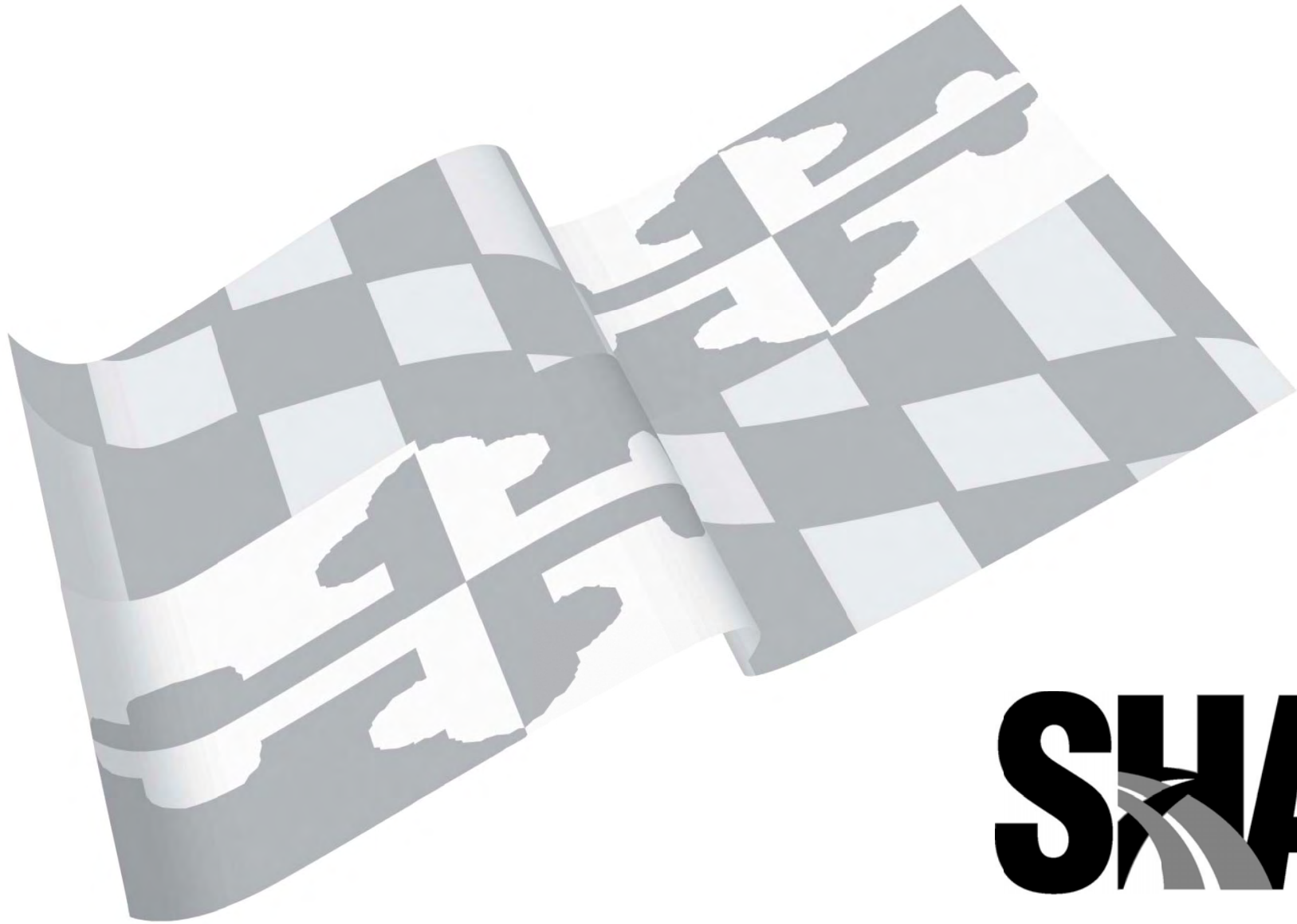
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-39)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	2,678	18,591	38,731	0	0	0	0	57,322	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	2,678	18,591	38,731	0	0	0	0	57,322	0
Federal-Aid	60,000	2,678	18,591	38,731	0	0	0	0	57,322	0



SHA



STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	298.0	447.8	504.9	433.2	392.3	284.3	2,360.5
Safety, Congestion Relief and Community Enhancements	959.3	968.4	931.9	725.2	677.3	837.4	5,099.5
Other System Preservation	27.6	26.0	25.9	26.2	25.2	26.2	157.1
Reimbursables	15.0	24.0	18.0	20.0	15.0	15.0	107.0
Programs 3 & 8	79.8	78.2	77.2	77.0	77.6	77.8	467.6
<u>Development & Evaluation Program</u>	<u>31.2</u>	<u>45.8</u>	<u>40.8</u>	<u>23.4</u>	<u>24.0</u>	<u>6.7</u>	<u>171.9</u>
TOTAL	1,410.9	1,590.2	1,598.7	1,305.0	1,211.4	1,247.4	8,363.6
Special Funds	824.9	1,002.5	1,026.0	861.1	804.1	854.9	5,373.5
Federal Funds	577.9	564.6	555.9	424.8	394.7	392.5	2,910.4
Other Funds	8.1	23.0	16.8	19.0	12.6	-	79.5

2017 Maryland Statewide Transportation Improvement Program: Part 2 Metropolitan Planning Organization Transportation Improvement Programs (TIPs)

This section presents each of the seven MPOs TIPs without change as required by Fixing America's Surface Transportation Act (FAST Act). Please reference the appropriate TIP for all urban area transit and highway projects.

Please note that the TIPs contain the same projects as the CTP. Please reference the TIPs for urban area transit and highway projects.

The TIPs can be found at these websites:

- Baltimore Region Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
www.baltometro.org/phocadownload/Publications/Transportation/Plans/TIP/16-19TIP_Amended_Reduced.pdf
- National Capital Region Transportation Planning Board
Transportation Improvement Program (TIP) FY 2015-2020
<http://www.mwcog.org/clrp/projects/tip/fy1520tip/FY15-20TIP-11072014.pdf>
- Wilmington Area Planning Council
Transportation Improvement Program (TIP) FY 2017-2020
<http://www.wilmapco.org/tip/#fy2017tip>
- Calvert-St. Mary's Metropolitan Planning Organization Transportation Improvement Program (TIP) FY 2015-2018
<http://www.calvert-stmarysmpo.com/DocumentCenter/Home/View/93>
- Cumberland Urbanized Area Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2023
<http://www.gov.allconet.org/mpo/docs/tip/2017/Cumberland-MD-WV-TIP-2017-2023.pdf>
- Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
http://www.hepmpo.net/planning_docs/FY2017-2020TIP.pdf
- Salisbury/Wicomico Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2017-2020
http://www.swmpo.org/3Content&Pics/SWMPO_TIP_FY17-20MD_FY16-19DE_Adopted_03102016.pdf