**CITY OF GREENBELT, MARYLAND**
**MEMORANDUM**

**TO:** Michael P. McLaughlin, City Manager MPM
**FROM:** Terri S. Hruby, Assistant Planning Director
**DATE:** October 12, 2015
**SUBJECT:** State Consolidated Transportation Program, FY 2016-2021

Staff is scheduled to attend a pre-tour staff level meeting held by Maryland Department of Transportation at the Prince George's County Department of Public Works and Transportation office on the *Draft Consolidated Transportation Program (CTP) for Fiscal Years 2016-2021* on October 16, 2015. The annual fall CTP tour meeting is scheduled for October 22, 2015 at 2:00 PM in the County Council Conference Room (Room #2027), County Administration Building, 2nd Floor.

This year's draft CTP has $454.8 million worth of new projects. Of that amount twenty-nine projects were added to the Construction Program. A total of thirteen projects were moved from the Development and Evaluation Program to the Construction Program, including the full interchange at Greenbelt Metro Station.

The State's priorities, which are explained in the CTP are as follow: 1. Support Economic Development and Jobs, 2. Safety & Security, 3. Congestion Relief, 4. System Preservation, 5. Freight, 6. Transit Improvements, 7. Transit-Oriented Development, 8. Bicycle & Pedestrian Travel, and 9. Environment. Attached for your information are selected pages from the CTP that pertain to the City's interests.

Highlights from the CTP of interest to the City are:

- Full Interchange at Greenbelt Metro Station – This project has been moved from the Development and Evaluation Program to the Construction Program. The CTP states that engineering is underway and construction is expected to begin in budget year 2017. Monies are budgeted starting FY 2016 for right-of-way acquisition. The State is asking the County to contribute $50 million toward construction.

- Purple Line – The solicitation process is underway to select a concessionaire to design, build, finance, operate and maintain the project. The total estimated project cost decreased by $343 million due to reduction in project scope and adjustments to private investment as a

result of a public private partnership. Construction funding is shown through 2021.

- US 1, Baltimore Avenue Reconstruction (Phase 1) - This project involves the reconstruction of US 1 from College Avenue to I-95. Engineering and right-of-way acquisition are underway, and $33.4 million has been added to the CTP for construction starting in FY 2019 and going through FY 2021. The CTP states another $6.3 million in construction dollars is needed to complete project. Phase 2 and 3 remain on hold.

- I-95/I-495, Capital Beltway Widening and Managed Lanes – This is a study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge. This project remains on hold with no monies budgeted for FY2016-FY2021.

- MD 201 Extended (Kenilworth Avenue)/US 1 – This project involves a study to determine the feasibility of widening MD 201 and US 1 from I-95/I-495 to north of Muirkirk Road. This project is remains on hold with no monies budgeted for FY2016-FY2021.

- Prince George's County Local Bus Program – Consistent with last year's CTP, there is a total of $4.5 million budgeted over the next six years for the Prince George's County Local Bus Program. FY 2016 funding includes monies for capital improvements to bus stops throughout the County.

- Bicycle and Pedestrian Related Projects – The Maryland Department of Transportation has various funding programs for bicycles and pedestrian programs. The total FY 2016-2021 funding for pedestrian and bicycle programs is $201.4 million. Several programs are administered as competitive grant programs, such as the Bikeways Network Program and the Sidewalk Program.

The Greenbelt Road, MD 193 Neighborhood Improvement Project continues to not be included in the CTP. This project should be referenced in the Council's correspondence to the State Highway Administration on the draft CTP. In addition, staff recommends the City Council send a letter to the County asking that the MD 193 project become the number one priority of the County, and that it agree to advocate strongly to the State for its inclusion in the CTP.

cc. Celia Craze, Director of Planning and Community Development
Cindy Murray, City Clerk

**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

**PURPOSE & NEED SUMMARY STATEMENT:** This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

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

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

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

**ASSOCIATED IMPROVEMENTS:**
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

**EXPLANATION:** This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

**STATUS:** Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year. Pending $50.0 million contribution from Prince George's County.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

**PROJECT CASH FLOW**

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 1,561 | 1,561 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,781 | 2,199 | 1,500 | 1,500 | 1,582 | 0 | 0 | 0 | 4,582 | 0 |
| Right-of-way | 8,764 | 0 | 50 | 250 | 2,000 | 3,232 | 3,232 | 0 | 8,764 | 0 |
| Construction | 135,000 | 0 | 0 | 9,113 | 22,195 | 30,929 | 31,540 | 30,786 | 124,563 | 10,437 |
| Total | 152,106 | 3,760 | 1,550 | 10,863 | 25,777 | 34,161 | 34,772 | 30,786 | 137,909 | 10,437 |
| Federal-Aid | 116,709 | 3,173 | 1,170 | 8,278 | 18,546 | 25,193 | 25,690 | 26,519 | 105,396 | 8,140 |

**CLASSIFICATION:**

**STATE -** Principal Arterial

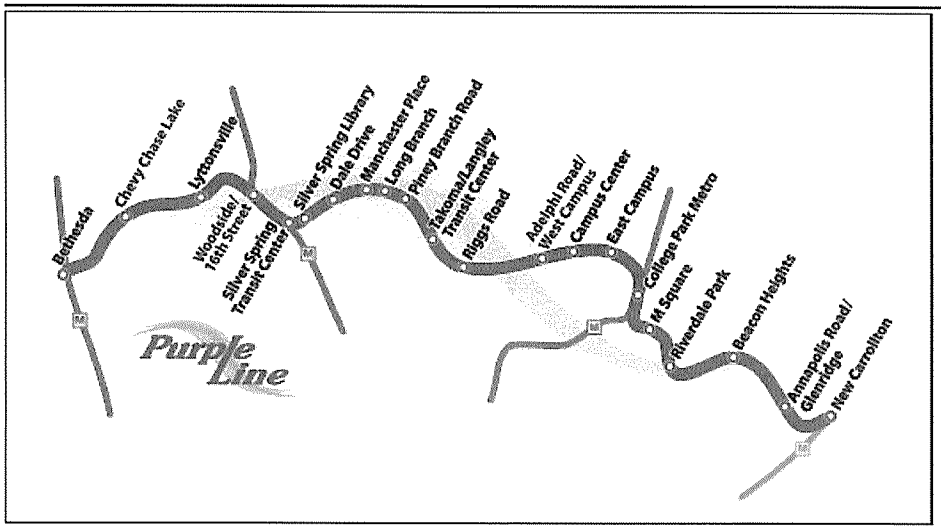
**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 220,400

**PROJECTED (2035) -** 286,300




**PROJECT:** Purple Line

**DESCRIPTION:** The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

**PURPOSE & NEED SUMMARY STATEMENT:** The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

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

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

**ASSOCIATED IMPROVEMENTS:**
Paul S. Sarbanes Transit Center - Line 6
Takoma/Langley Park Transit Center - Line 27
Purple Line: Montgomery County Funded Projects - Line 35

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

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

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

**STATUS:** Solicitation process underway to select concessionaire to design, build, finance, operate and maintain.

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

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 53,007 | 53,007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 231,941 | 155,554 | 29,007 | 12,663 | 9,537 | 10,328 | 7,557 | 7,295 | 76,387 | 0 |
| Right-of-way | 255,623 | 16,878 | 94,357 | 82,112 | 62,276 | 0 | 0 | 0 | 238,745 | 0 |
| Construction | 920,868 | 0 | 86,768 | 224,396 | 231,939 | 162,710 | 67,943 | 117,112 | 890,868 | 30,000 |
| Total | 1,461,439 | 225,439 | 210,132 | 319,171 | 303,752 | 173,038 | 75,500 | 124,407 | 1,206,000 | 30,000 |
| Federal-Aid | 935,432 | 27,432 | 131,000 | 181,000 | 131,000 | 116,000 | 116,000 | 116,000 | 791,000 | 117,000 |

Note: Total estimated cost does not include investments by concessionaire or future availability payments.
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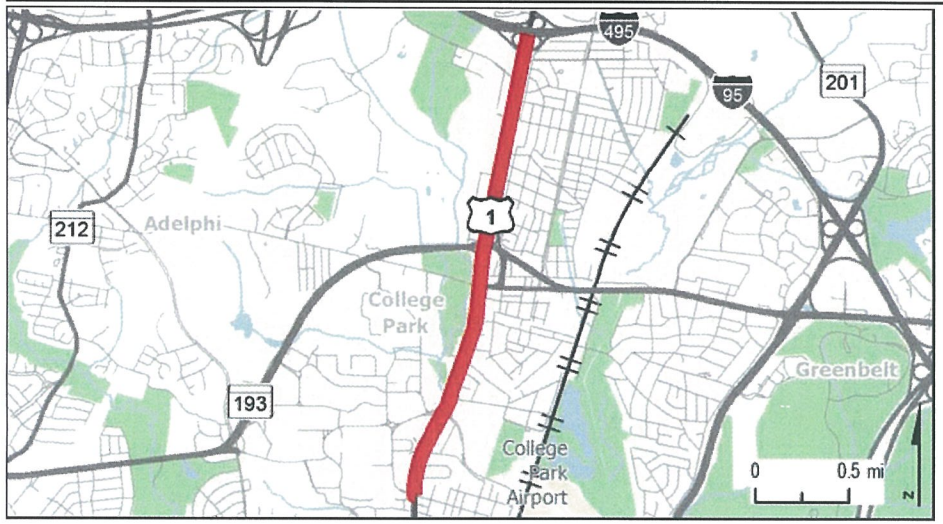
**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** Total Estimated Cost decreased by $343.0M due to reductions in project scope and adjustments to private investment through a public private partnership to design, build, finance, operate, and maintain the project.

**USAGE:** Daily ridership estimated at 72,000 in 2040.




**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

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

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

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

**ASSOCIATED IMPROVEMENTS:**
US 1, MD 193 to I-95, Segments 2 and 3 (Line 32)

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

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

**EXPLANATION:** This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

**STATUS:** Engineering and Right-of-Way underway.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** Added $33.4 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project (Segment 1) of US 1 from College Avenue to I-95 (Line 32).

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

**PROJECT CASH FLOW**

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 8,589 | 3,771 | 1,500 | 1,500 | 1,818 | 0 | 0 | 0 | 4,818 | 0 |
| Right-of-way | 14,130 | 51 | 2,500 | 4,000 | 4,829 | 2,750 | 0 | 0 | 14,079 | 0 |
| Construction | 33,359 | 0 | 0 | 0 | 0 | 6,947 | 9,876 | 10,209 | 27,032 | 6,327 |
| Total | 56,078 | 3,822 | 4,000 | 5,500 | 6,647 | 9,697 | 9,876 | 10,209 | 45,929 | 6,327 |
| Federal-Aid | 8,259 | 3,681 | 1,260 | 1,500 | 1,818 | 0 | 0 | 0 | 4,578 | 0 |

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

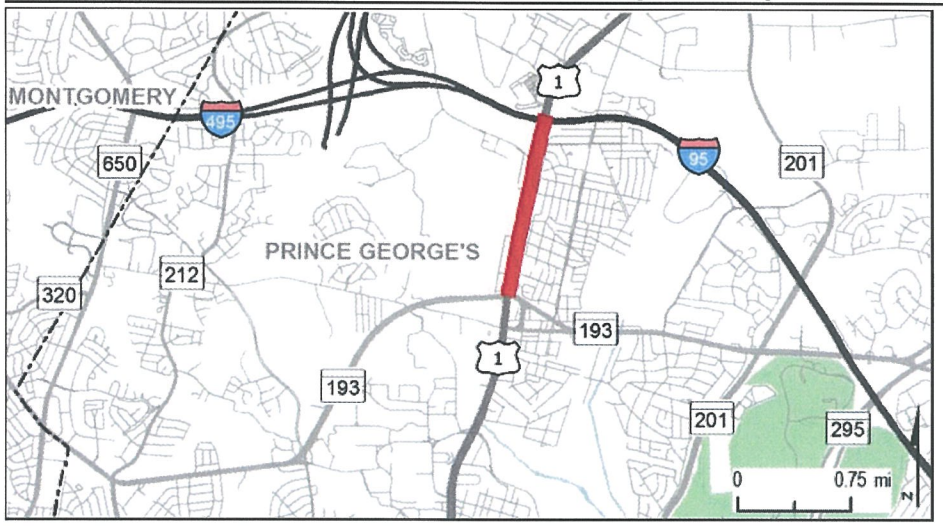
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 54,450

**PROJECTED (2035) -** 73,350




**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**
US 1, College Avenue to MD 193, Segment (15)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 28)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** Moved segment 1 from US1 from College Avenue to MD 193 to Construction Program (Line15).

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

**PROJECT CASH FLOW**

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 1,338 | 1,338 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,338 | 1,338 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

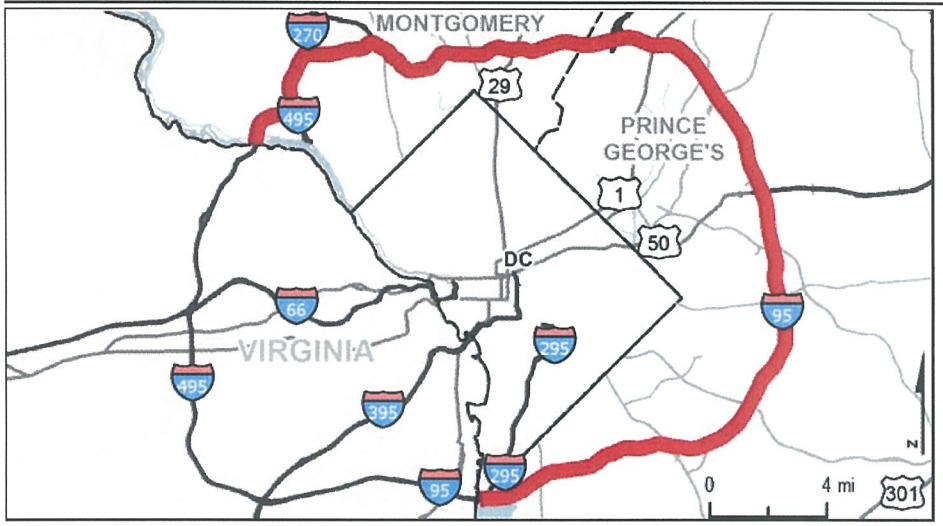
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 49,850

**PROJECTED (2035) -** 79,250




**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
I-95/I-495, Greenbelt Metro Station (Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
MD 4, Interchange at Suitland Parkway (Line 8)
Purple Line Study (MTA Program)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

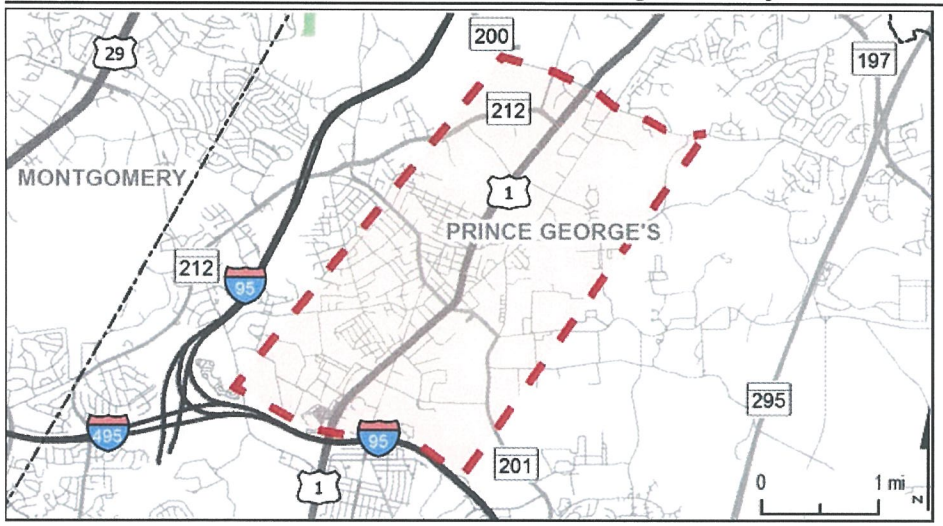
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 11,044 | 11,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,044 | 11,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 9,717 | 9,717 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**CLASSIFICATION:**
**STATE -** Principal Arterial
**FEDERAL -** Urban Interstate
**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**
**CURRENT (2015) -** 104,050 - 133,250
**PROJECTED (2035) -** 133,250 - 277,100




**PROJECT:** MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

**DESCRIPTION:** Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

**JUSTIFICATION:** US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 32)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

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

**PROJECT CASH FLOW**

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 6,839 | 6,839 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,839 | 6,839 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**CLASSIFICATION:**

**STATE -** Minor Arterial

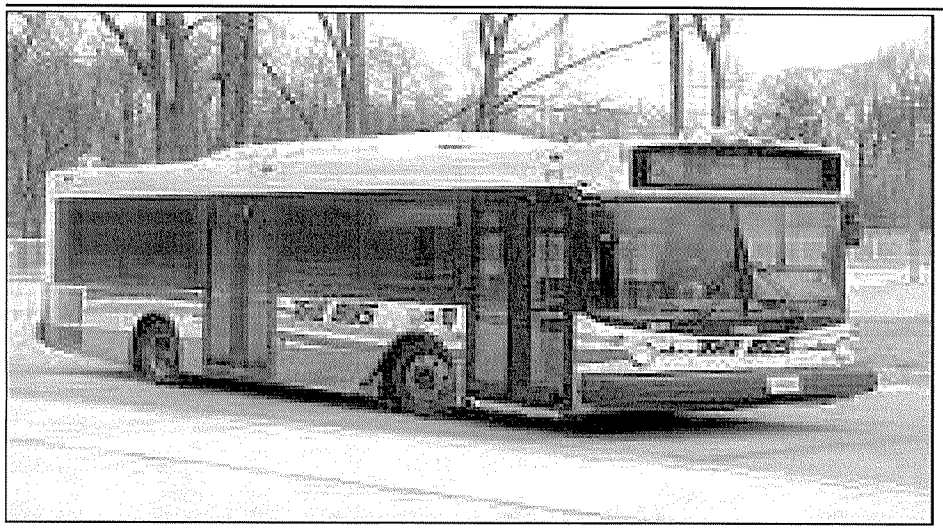
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 47,750

**PROJECTED (2035) -** 67,200



**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Funding for bus replacements as well as capital improvements to bus facilities.

**JUSTIFICATION:** These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

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

**ASSOCIATED IMPROVEMENTS:**
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23
Takoma/Langley Park Transit Center - Line 27

**STATUS:** Project funding will support improvements to bus stops throughout the county.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

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

| PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR 2016 | BUDGET YEAR 2017 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018.... | ....2019.... | ....2020.... | ....2021.... | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|---|---|---|---|---|---|---|---|---|---|---|
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 10,827 | 6,327 | 2,000 | 500 | 500 | 500 | 500 | 500 | 4,500 | 0 |
| Total | 10,827 | 6,327 | 2,000 | 500 | 500 | 500 | 500 | 500 | 4,500 | 0 |
| Federal-Aid | 4,000 | 400 | 1,600 | 400 | 400 | 400 | 400 | 400 | 3,600 | 0 |

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# *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 July 2015 | FY16-21 Ped/Bike Program Funding^ |
|---|---|---|---|
| Retrofit Sidewalk Program | | 8,580,000 | 30,600,000 |
| Retrofit Bicycle Program | | 7,398,000 | 19,200,000 |
| ADA Program | | 28,300,000 | 60,700,000 |
| Urban Reconstruction | | 2,441,823 | 18,542,100* |
| Primary/Secondary Program | | 8,357,964 | 8,357,964** |
| Bikeways Program | 8,782,457 | -- | 12,269,000 |
| Bikeshare Program | 1,256,300 | -- | 0 |
| Transportation Enhancements Program/Alternatives | 15,883,000 | -- | 46,125,000*** |
| Recreational Trails | 4,373,500 | -- | 5,610,000*** |
| Safe Routes to School Program | 7,932,556 | -- | 0^^ |
| Federal Earmark Projects | 18,211,917 | -- | 0^^^ |
| Total | 56,439,730 | 55,077,787 | 201,404,064 |

^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