



BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2022-2025



DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION

CITY OF ANNAPOLIS • ANNE ARUNDEL COUNTY • BALTIMORE CITY • BALTIMORE COUNTY

CARROLL COUNTY • HARFORD COUNTY • HOWARD COUNTY • QUEEN ANNE'S COUNTY • ANNAPOLIS TRANSIT

MD DEPARTMENT OF TRANSPORTATION • MD DEPARTMENT OF THE ENVIRONMENT • MD DEPARTMENT OF PLANNING • MD TRANSIT ADMINISTRATION

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I. INTRODUCTION

A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region¹ over the next four years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan (LRTP), *Maximize2045*, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the LRTP, as well as system preservation projects and operational initiatives that are supported in the LRTP but have not been previously detailed. As such, the TIP ensures consistency between LRTP recommendations and project implementation in the region.

¹ As shown in Exhibit I-1, the Baltimore region is composed of Baltimore City, Annapolis and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties. As a result of Census 2010, there are three federally recognized urbanized areas in the region. One includes the City of Baltimore and portions of Anne Arundel, Baltimore, Carroll, Howard and Queen Anne's County. The second includes Westminster in Carroll County. The third is Aberdeen – Havre de Grace – Bel Air in Harford County and portions of Cecil County.

The TIP also serves as a multi-modal listing of transportation projects in the region for which federal funding requests are anticipated between fiscal years 2022-2025.²

Chapter II provides a summary of the key federal requirements for the TIP, followed by several sections detailing the requirements in key areas. Chapter III describes the relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, and its regional review function. Chapter IV explains the terms and symbols used in the project listings. Chapter V presents the financial plan supporting the projects in the four year program. It also details the amount and source of federal funds to be requested for the coming fiscal year, FY 2022.

Chapter VI includes environmental justice maps and detailed project listings. The detailed project listings include all federally funded and regionally significant projects. The projects are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections

² The Baltimore Region TIP follows the Maryland state fiscal year: July 1 to June 30

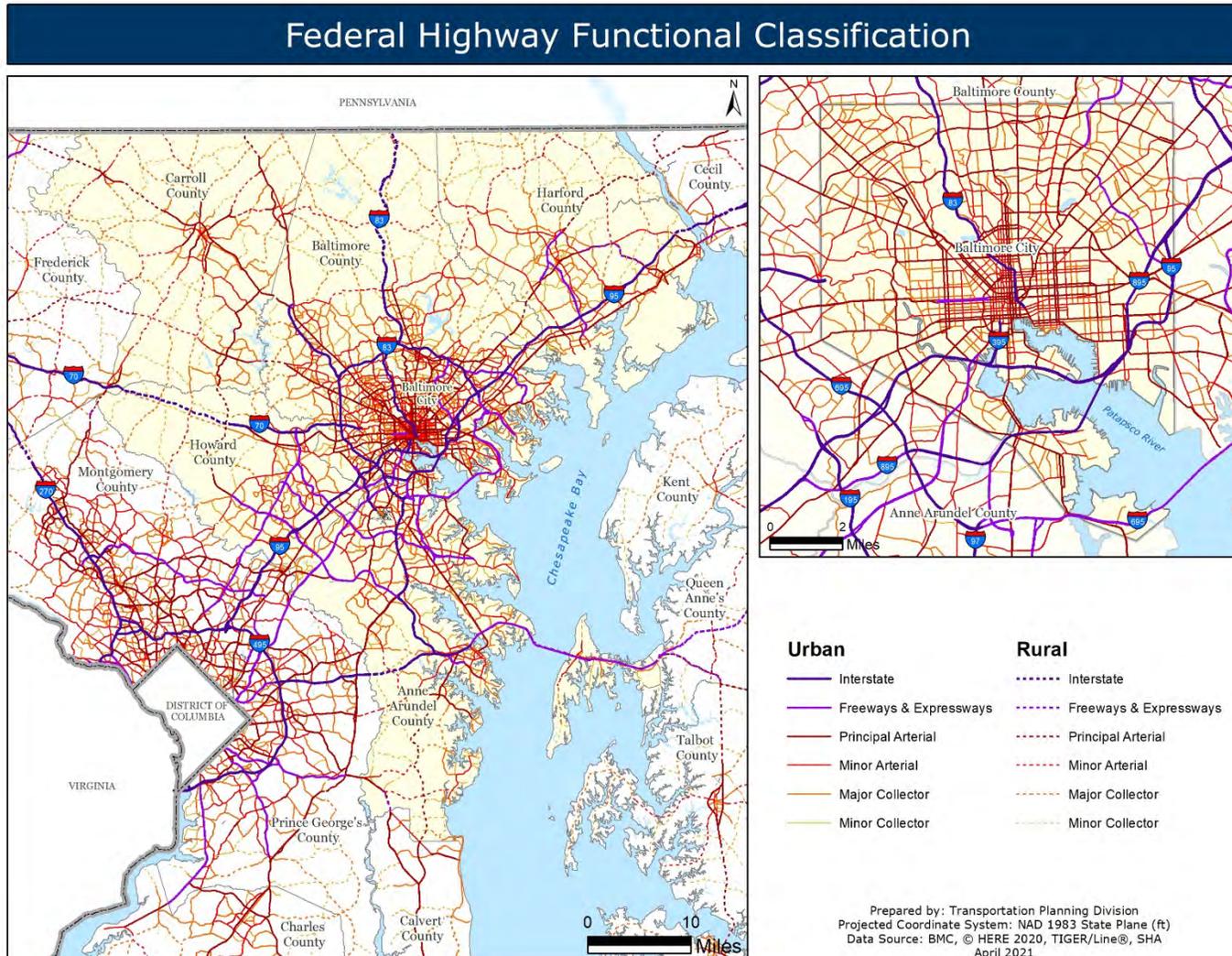
they are then grouped by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit capacity, transit preservation, ports, and miscellaneous. A timetable for anticipated federal funding requests is presented for each project.

The 2022-2025 TIP programs a total of \$4.04 billion. Federal funds account for \$2.45 billion of this total, with matching funds accounting for the remaining \$1.59 billion. In almost all cases, matching funds are provided by the local or state agency sponsoring the project. Rare circumstances where matching funds are provided by a private source or another local or state agency are noted in the project description in Chapter VI.

Exhibit I-1: The Baltimore Region

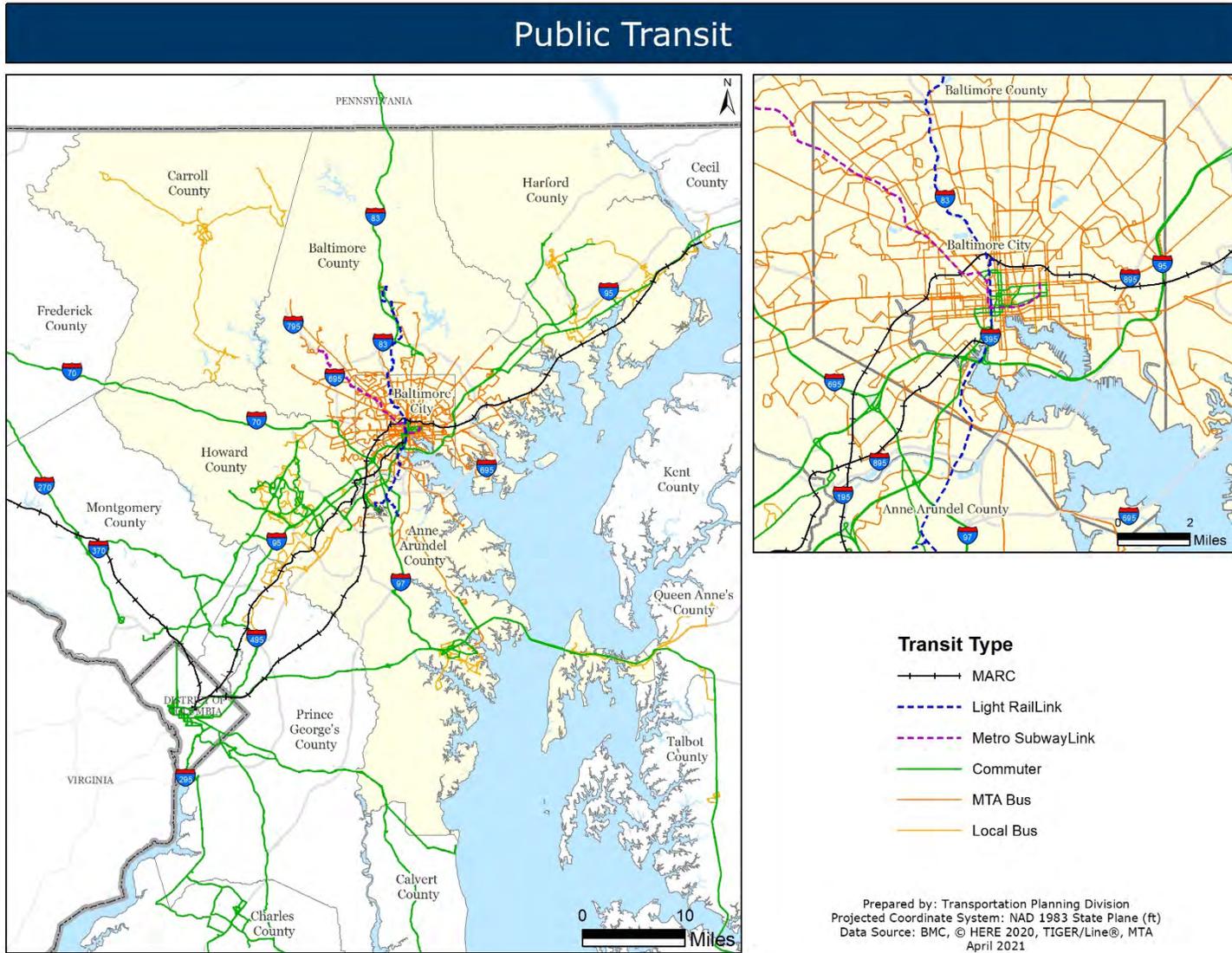


Exhibit I-2: The Baltimore Region Federal Highway Functional Classification*



*See page 62 for a description of Federal Highway Functional Classifications

Exhibit I-3: The Baltimore Region – Transit



B. Metropolitan Planning Organization Self-Certification

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), a Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies via Resolution #22-2 that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the BRTB to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. Members of the BRTB are listed in Appendix A of this document.

The BRTB's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the BRTB has a continuing, cooperative and comprehensive (3-C) transportation planning process that

results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the BRTB has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; ❸ the BRTB adopted a financially constrained long-range transportation plan, *Maximize2045*, for the Baltimore region consistent with the metropolitan planning factors in the Fixing America's Surface Transportation (FAST) Act; ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone) of *Maximize2045* and the 2022-2025 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule as amended; and ❻ the BRTB adheres to the federal Disadvantaged Business Enterprises (DBE) requirements set forth in 49 CFR Part 26.

C. Consistency with Maximize2045

In an effort to plan for future regional transportation needs and to comply with the intention of the FAST Act and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Maximize2045: A Performance-Based Transportation Plan*, the long-range transportation plan, in July 2019. The factors that guided development of *Maximize2045* are listed in the Metropolitan Planning Regulations effective May 27, 2016. These regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2045 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

The BRTB has developed and adopted performance measures for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection was coordinated with the State and public

transportation providers to ensure consistency. All required measures and targets were adopted in compliance with federal due dates. The measures and targets will guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

Section II.G summarizes the performance measures and targets as well as the anticipated impact of investments in the TIP on these performance measures and targets. Appendix B includes a table connecting TIP projects to *Maximize2045* goals and performance measures.

In addition to performance measures and targets, *Maximize2045* reports on forecasted regional growth in population, households and employment to the year 2045 and the projected travel demand resulting from this forecasted growth. It demonstrates how the existing and committed transportation network will likely struggle to accommodate future travel demand based on projected increases in congested VMT and vehicle hours of delay. The region may need to apply additional transportation demand management strategies to meet future performance targets related to regional mobility.

To address the projected demands on the transportation system, *Maximize2045* includes a range of projects through the year 2045. It outlines a multimodal array of transportation improvements along with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as intermodal and transportation demand management strategies. The transportation demand management strategies are particularly important to complement the infrastructure improvements and ensure the region meets the conformity requirements for transportation plans and programs by way of national air quality goals and objectives.

The capacity projects in the 2022-2025 TIP "flow" from *Maximize2045*, resulting in a prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements.

II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

A. Requirements of the Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. Below is a discussion of key federal requirements that are in place regarding development of the TIP. Requirements of the FAST Act include:

- Prioritized list of financially constrained improvements: The BRTB, in cooperation with state and local agencies and transit operators, have developed a prioritized and fiscally constrained TIP. Fiscal constraint means that the funds programmed in the 2022-2025 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the 2022-2025 TIP have been cooperatively determined by members of the BRTB. The project selection process considered air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

Priority is reflected by the year in which a project is shown. Priorities and financial analysis are provided for all four years of the TIP. Financial reasonableness is evaluated on three fronts:

❶ MDOT ensures that federal funding requests during the TIP

planning process are reasonable for our region; ❷ MDOT provides documentation of the state's capacity to meet the match requirements associated with state-sponsored projects in the TIP; and ❸ Local governments also provide documentation of the same financial reasonableness requirements to match the federal funds requested for locally sponsored projects.

- Flexing Funds: The TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives. Documentation of project prioritization, financial reasonableness and flexible funding is included in Appendix B.

- Financial Plan: FAST requires that the TIP include a financial plan that demonstrates that the fiscal resources required to construct projects proposed in the TIP are reasonably expected to be available within the timeframe specified. The financial plan in Chapter V demonstrates that the region, through public and private funding, is reasonably able to generate the projected resources needed to carry out the projects in the TIP.

- Congestion Management Process: FAST states that for “transportation management areas classified as nonattainment for ozone or carbon monoxide. . . , Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process (CMP)”. CMP guidelines were adopted by the BRTB in October, 1997. As potential capacity projects enter the state planning process, the BRTB is invited to participate in interagency discussions. This process allows the BRTB to offer recommendations during the process to address congestion prior to building additional lane capacity. At three stages in this interagency process the BRTB adopts a resolution approving the analysis to date. The BRTB also conducts ongoing data collection and monitoring to assess conditions and ascertain the effectiveness of a range of strategies to relieve congestion.

- Public Involvement: The public must have an opportunity to review and comment on the TIP in the early stages of preparation with at least one public meeting. The BRTB updated formal public participation procedures governing metropolitan transportation planning activities in June 2018. These

guidelines reaffirmed a framework for public participation and information dissemination.

The BRTB offered members of the public, affected public agencies, private providers of transportation and other interested parties reasonable opportunities to comment on a draft list of projects.

The draft TIP was made available on the Baltimore Metropolitan Council (BMC) website. A public meeting was held for the public to comment on the draft TIP. This meeting was held virtually due to public health concerns presented by the Coronavirus (COVID-19). Opportunities to comment on the draft TIP were advertised on the BMC website and on BMC social media accounts, with outreach work undertaken by public involvement staff. In addition, the public was able to address the BRTB at its June and July 2021 meetings. Written comments by mail, email, fax or social media were accepted during the public review period. In addition, members of the public could submit comments directly via an interactive TIP project map. A summary of all comments received, both verbal and written, BRTB responses, and the public participation notices is included in Appendix G of the final TIP document.

The public participation process for the TIP also meets the FTA public participation requirements for the MDOT Maryland Transit Administration's (MDOT MTA) program of projects. MDOT MTA, in lieu of a separate mandated public comment period for federal funding assistance under 49 USC Sections 5307, 5310, and 5311 has exercised its option to use the procedures of the BRTB's public involvement process for the 2022-2025 TIP to satisfy the public participation requirements associated with development of the MDOT MTA Program of Projects (POP).

- Listing of Obligated Projects: MPO's must publish an annual listing of projects for which federal funds have been obligated in the preceding year. The list must be consistent with projects identified in the TIP, with the intent of improving the transparency of transportation spending decisions. The FY 2020 obligated listing includes all federal funds obligated in the Baltimore region from July 1, 2019 – June 30, 2020.³
- Performance-Based Planning and Programming (PBPP): The U.S. DOT published updated Metropolitan Planning Regulations

on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on PBPP. The intent of PBPP is to aid MPOs in gauging progress relative to regionally established goals, strategies, and performance measures and targets. Federal rulemaking requires MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. Section II.G provides further details on PBPP.

- TIP Changes: The project schedules and funding breakdowns for projects in the TIP represent the best estimates by project sponsors at the time the TIP is developed. However, project schedules and funding can change. As a result, the TIP is frequently updated throughout the year through the TIP change process. There are two types of TIP changes. TIP amendments involve major changes to a project such as the addition or deletion of a project or a major change in project cost, timeline, or scope. Administrative modifications

³ The full obligated listing is available here: https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/20-23/2020_FederalAidObligations.pdf

involve minor revisions to project costs, fund sources or project timelines.

The BRTB Public Participation Plan⁴ details procedures for TIP amendments and administrative modifications. All amendments are presented to the BRTB Technical Committee and the BRTB for consideration and approval. In addition, any project that requires a new regional emissions analysis, such as roadway or transit capacity expansions, automatically triggers a 30-day public review and public meeting. Administrative modifications are reviewed and approved by the BRTB Executive Committee.

Appendix F lists all amendments and administrative modifications to the previous TIP, the 2021-2024 TIP.

⁴ The BRTB Public Participation Plan is available here:
https://baltometro.org/sites/default/files/bmc_documents/general/transportation/advisory/PPP2018.pdf

B. Environmental Justice

Environmental Justice (EJ) seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. Specifically, EJ considers whether low-income and minority populations bear disproportionate impacts resulting from governmental decisions. Historically, EJ was borne out of civil rights and environmental complaints from low-income and minority communities. Concerns were raised, showing that these communities may suffer disproportionately from exposure to toxic chemicals and the siting of industrial plants and waste facilities.

In February 1994, President Clinton signed Executive Order 12898 entitled *Federal Action to Address Environmental Justice in Minority and Low-Income Populations*. In 1997, the U.S. Department of Transportation (DOT) issued an “Order to Address Environmental Justice in Minority Populations and Low-income Populations.”

The DOT Order directs consideration of two groups: low-income persons and minorities. Low-income is defined as a person whose household income is at or below the U.S. Department of Health and Human Services poverty

guidelines. Minorities are defined as a person belonging to any of the following groups:

- Person of origin in any of the black racial groups of Africa;
- Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin;
- Person having origins in any of the original peoples of the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands; or
- Person having origins in any of the original people of North America (American Indian, Alaskan Native) and who maintains cultural identification through tribal affiliation or community recognition.

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. There are three fundamental DOT environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Metropolitan planning organizations (MPOs) are responsible for assessing the benefits and burdens of transportation system investments for different socio-economic groups. This includes both a data collection effort and engagement of minority and low-income populations in public involvement activities.

EJ Populations in the Baltimore Region

Low-income Populations

As stated previously, low-income is defined as persons whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The primary source of data on low-income persons is the Census Bureau's American Community Survey (ACS). The Census Bureau uses a set of income thresholds that vary by household size and composition to determine poverty. If a

household's total income is less than the threshold, then that household and every individual in it is considered to be in poverty. For example, the 2020 threshold for a four-person household with two dependents is \$26,246. The HHS poverty guidelines are a simplified version of the poverty thresholds utilized by the Census Bureau.

While low-income is defined as persons living at or below the poverty line, the BRTB utilizes households in poverty to identify low-income populations due to data constraints. EJ analysis for the LRTP relies on BMC's travel demand model to predict travel times and distances for persons living in the Baltimore region. The ACS does not provide poverty data for individuals at the level of granularity required by the travel demand model, but does for households in poverty. Households in poverty proves to be a suitable proxy for individuals living in poverty as the data yields similar results for the region as a whole. According to the ACS, 9.9% of households in the Baltimore region fall below the poverty line compared to 10.1% of individuals.

Table 1 summarizes low-income households by jurisdiction. Households at or below the poverty line are not evenly distributed throughout the region, ranging from 5.0% of

households in Howard County to 20.0% of households in Baltimore City. In total, 103,674 out of the 1,049,909 households in the Baltimore region, or 9.9%, have household incomes at or below the poverty line.

Table 1. Low-Income Households by Jurisdiction

Jurisdiction	Total Households	At or Below 100% of Poverty Line	
		Households	Share
Anne Arundel	209,814	11,515	5.5%
Baltimore City	239,116	47,709	20.0%
Baltimore Co	313,519	27,182	8.7%
Carroll	60,758	3,350	5.5%
Harford	93,955	7,099	7.6%
Howard	114,170	5,706	5.0%
Queen Anne's	18,577	1,113	6.0%
BRTB Region Total	1,049,909	103,674	9.9%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates (Table B17017)

Minority Populations

The ACS also serves as the primary data source for identifying minority populations. Minorities include individuals who are members of several population groups including Hispanic persons and non-Hispanic persons who are Black, American Indian or Alaskan Native, and Asian or Pacific

Islander. Non-minorities are defined as those that are both white and non-Hispanic.

Table 2 summarizes minority individuals by jurisdiction. As with low-income populations, minorities are not evenly distributed throughout the region. According to the latest 5-year estimates from the ACS, the share of minorities in BRTB jurisdictions ranges from 11.0% in Carroll County to 72.5% in Baltimore City. In total, minorities make up 43.5% of the Baltimore region population while white, non-Hispanics make up the remaining 56.5%. Exhibit II-1 at the end of this section summarizes minority individuals by Hispanic or Latino origin and race.

Table 2. Minorities by Jurisdiction

Jurisdiction	Minority Population	White, non Hispanic Population	Minority Share	White, non Hispanic Share
Anne Arundel	181,525	389,750	31.8%	68.2%
Baltimore City	441,602	167,430	72.5%	27.5%
Baltimore Co	353,779	474,239	42.7%	57.3%
Carroll	18,366	149,333	11.0%	89.0%
Harford	60,329	191,893	23.9%	76.1%
Howard	152,993	165,862	48.0%	52.0%
Queen Anne's	6,687	42,945	13.5%	86.5%
BRTB Region Total	1,215,281	1,581,452	43.5%	56.5%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates (Table B03002)

Mapping EJ Populations in the Baltimore Region

The BRTB uses Transportation Analysis Zones (TAZ) as a basis for identifying EJ areas. TAZs are a basic unit of geography used to predict travel behavior in the BRTB's travel demand model. They are constructed using census block information and are smaller than census tracts. Having established that TAZs will be the geographic unit of analysis, we need a way to identify EJ and non-EJ TAZs. This is done through the use of a regional threshold. A TAZ is identified as an EJ area if it has a concentration of households living in poverty or minorities greater than their respective regional averages.

The percentage of households with incomes at or below the poverty line in the Baltimore region is 9.9%. Thus, TAZs with a concentration of households in poverty greater than 9.9% are considered low-income TAZs for EJ purposes. Similarly, TAZs with a concentration of minorities greater than the regional average of 43.5% are considered minority TAZs for EJ purposes. Exhibits II-2 and II-3 show household poverty and minority populations, respectively, by TAZ. Exhibit II-4 shows all EJ TAZs, breaking EJ TAZs into those exceeding the regional average for households in poverty, those exceeding

the regional average for minority concentration, and those exceeding both regional averages.

Additional EJ maps are available in Section VI.A: Project and Environmental Justice Maps by Jurisdiction. These maps show the locations (by jurisdiction) of specific TIP projects in relation to EJ TAZs. When these and other transportation projects enter project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. MDOT SHA, etc.) or a local jurisdiction during the project planning phase. Opportunities for public participation are central to these efforts.

The LRTP, *Maximize2045*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Maximize2045*, including all nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and proximity to key destinations such as supermarkets and hospitals. The BRTB continues to evaluate methods used by other MPOs as well as guidance issued by FHWA for additional environmental justice analysis of the TIP.

Exhibit II-1: BRTB Region Minority Populations by Race and Hispanic or Latino Origin

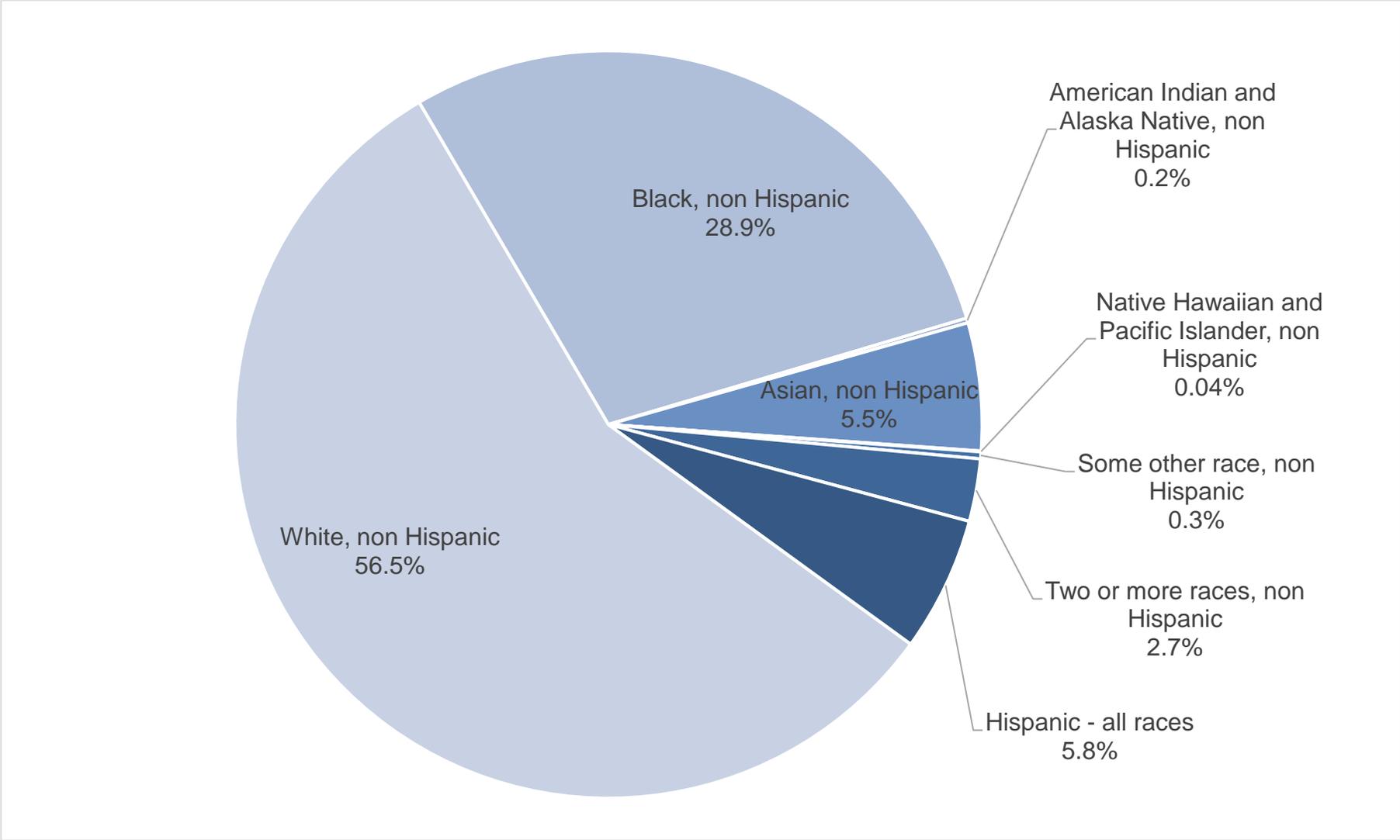


Exhibit II-2: Household Poverty by TAZ

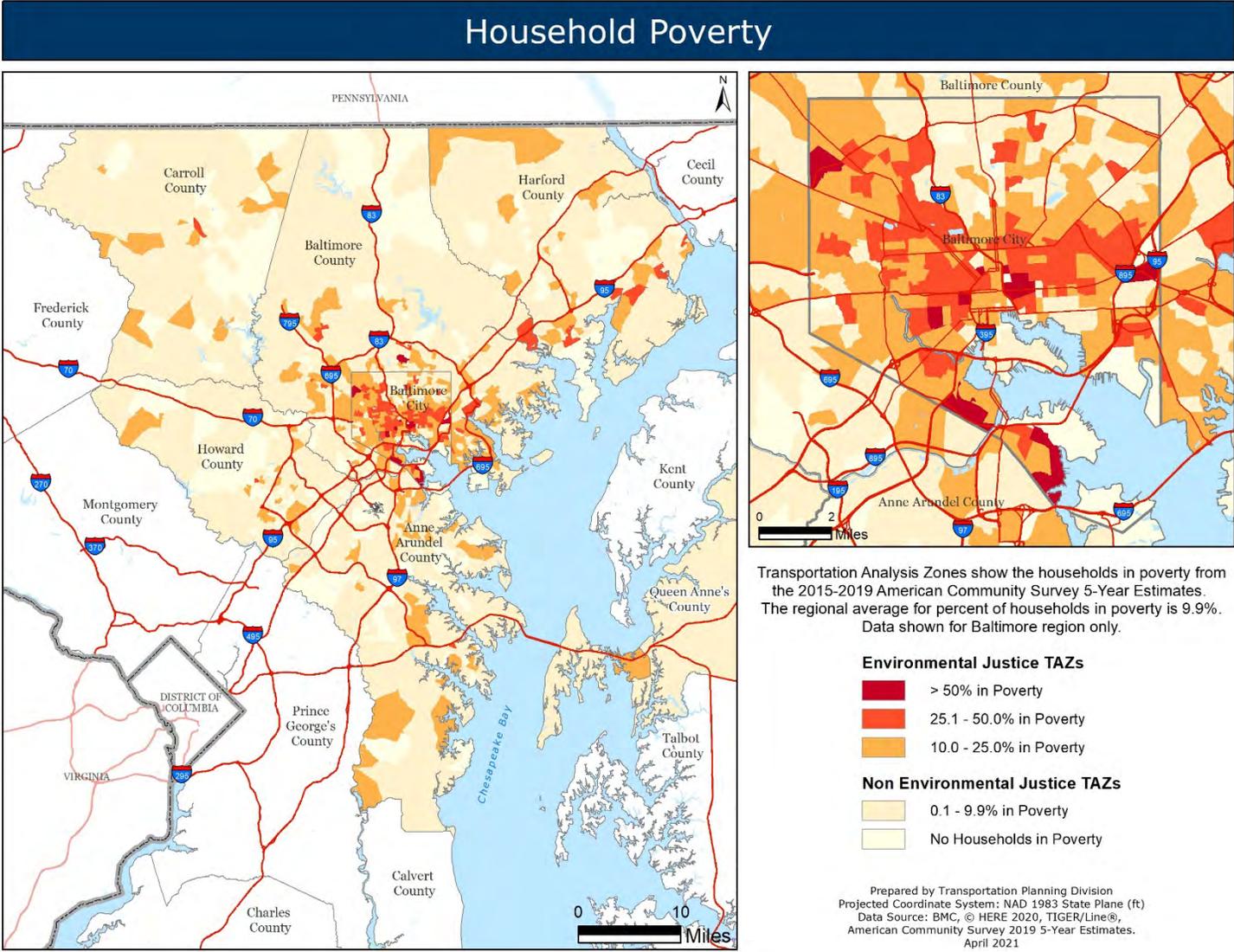


Exhibit II-3: Minority Population by TAZ

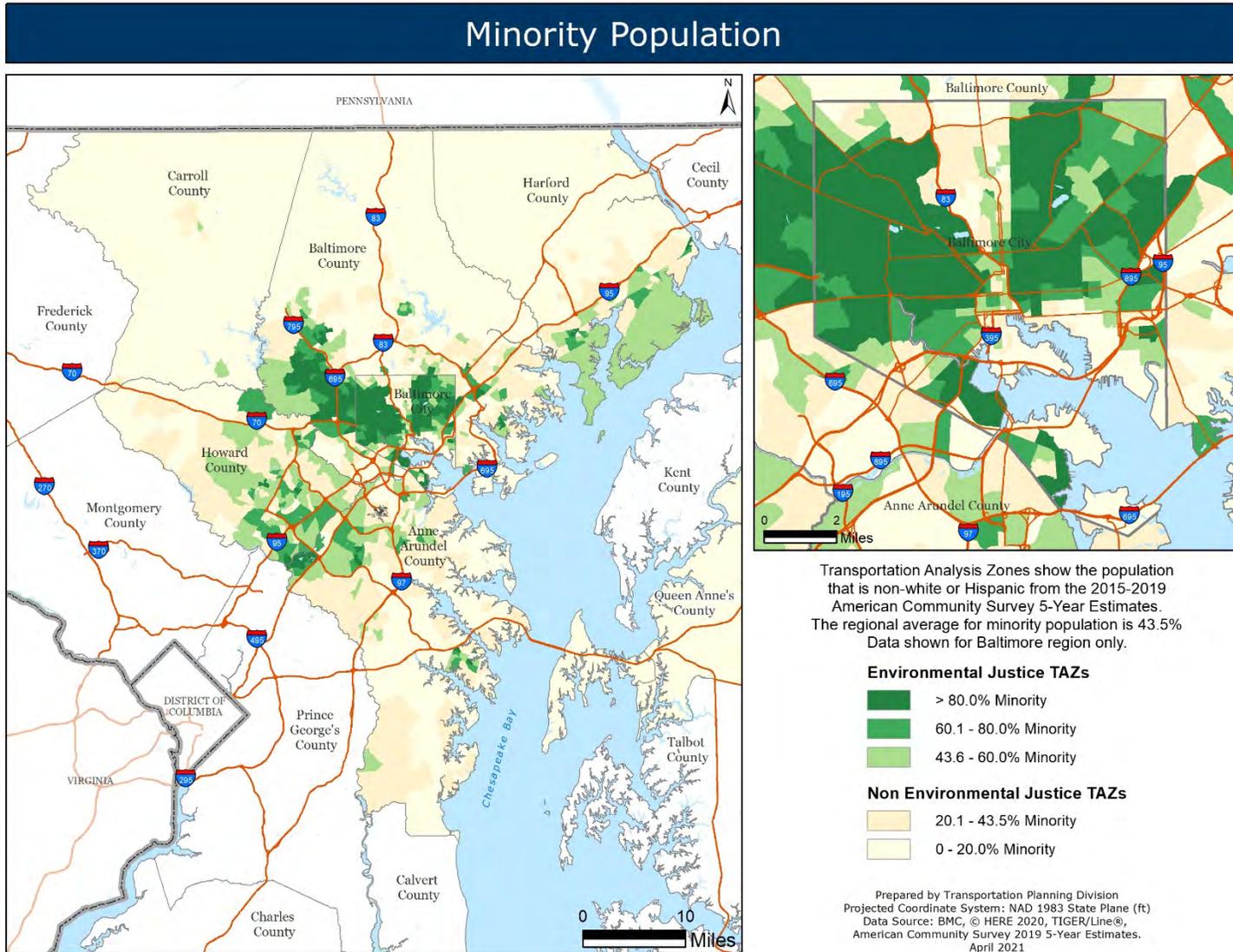
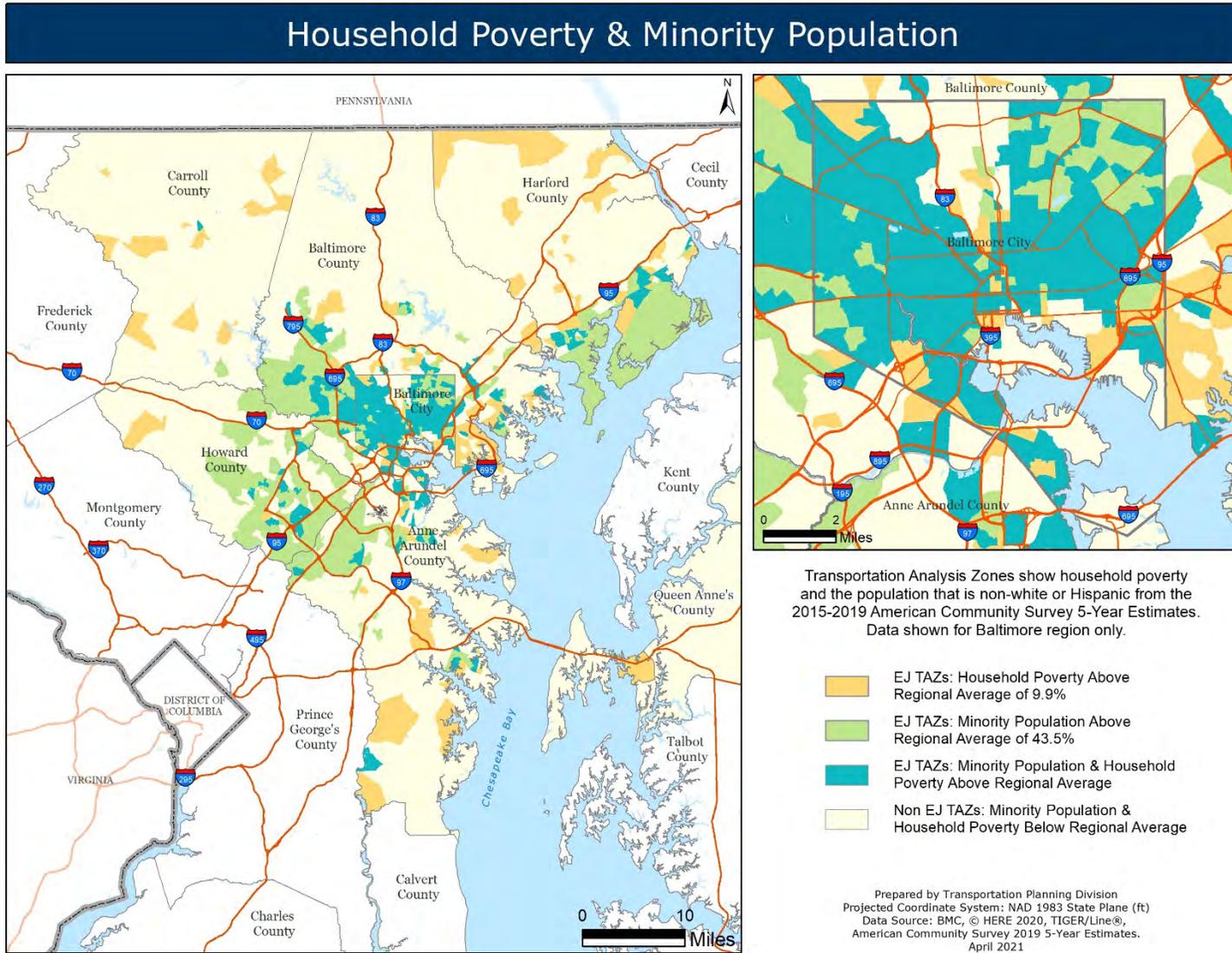


Exhibit II-4: Environmental Justice TAZs by Type



C. Coordinating Human Service Transportation

The FAST Act continues to support transportation initiatives for elderly and disabled populations through the FTA Section 5310 Capital Grant Program and low-income populations through the eligibility of job access and reverse commute projects under FTA's Urbanized Area Formula Grants (Section 5307) and Formula Grants for Rural Areas (Section 5311) programs. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for all three programs, and consults with the BRTB on program implementation.

Grant recipients must certify that projects funded through these programs "are included in a locally developed, coordinated public transit-human services transportation plan". The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The BRTB takes the lead, with assistance from MDOT MTA, for development of the Baltimore Region Coordinated Public Transit-Human Services Transportation Plan. MDOT MTA and the BRTB last updated the Baltimore Region Coordinated Transportation Plan in December 2019.

The Maryland Job Access Reverse Commute Program (MD-JARC) was passed by the General Assembly in 2018.

Modeled after the former FTA grant program of the same name, MD-JARC is designed to connect target populations with employment areas that have experienced significant growth in employment opportunities, by funding transportation services. Target populations reside in low-income areas, have limited or no access to a personal vehicle, and have limited access to fixed route transit service. Up to \$400,000 each year will be available for grants, with 70 percent of the funds for use in urbanized areas and 30 percent for rural areas. The minimum request is \$10,000 and must be matched by a 25% local contribution.

Sample projects include 1) Extension of service hours on local fixed route systems, 2) Vanpool services, 3) Employer-provided transportation services, and 4) Demand Response / Deviated Fixed Route service. Baltimore Region projects must be endorsed by the BRTB to be considered. The BRTB last endorsed applications in April 2019. Applications are considered every two years.

D. Additional Programs for Seniors and Persons with Disabilities

In addition to administering the FTA Section 5310 and MD-JARC Programs, MDOT MTA provides paratransit service for the elderly and persons with disabilities. MDOT MTA also operates a fleet of buses that is fully accessible to the elderly and persons with disabilities. All new bus purchases are lift-equipped.

As part of their training program, bus drivers receive disability awareness/passenger assistance technique training for passengers with special needs. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally disabled travelers are discussed. The training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. Drivers also learn how to operate lift equipment and assist riders who are disabled.

MDOT MTA operates Mobility and a Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route bus service. The Reduced Fare Program provides a 50%

discount for the elderly and persons with disabilities in accordance with requirements for recipients of federal operating assistance from FTA (49 CFR 609.23).

In addition to these programs, MDOT MTA initiated two programs: MDOT MTA Taxi Access II Service and the Senior Ride Program.

MDOT MTA Taxi Access II Service

The MDOT MTA Taxi Access II Service is open to eligible MDOT MTA Mobility customers. This program offers program participants same day transportation options through a network of taxi and sedan providers. Participants in the program can use the service for any purpose and take it to anywhere within the service area of Mobility. There is a fee of \$3.00 for each ride. MDOT MTA will pay the fare up to \$20, and the participant is responsible for the balance of the fare that exceeds the \$20 limit. Participants may be accompanied by up to 3 people per trip if all passengers start and end the ride at the same location. A limited number of wheelchair accessible taxis and sedans are available to individuals with mobility impairments who use motorized or non-folding wheelchairs. A list of participating companies is available to users.

Senior Ride Program

Since FY 2006, MDOT MTA has awarded grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors. MDOT MTA has offered approximately \$180,000 in State funds each year to be matched by 25% local contributions. The projects must provide door-to-door transportation service, use primarily volunteer drivers, and have a dispatching system.

FY 2022 awards went to the following organizations in the Baltimore Region:

- Action in Maturity (AIM)
- Grace Memorial Church in Deer Creek Parish/Wilson Ministries (Getting There Ride Share)
- Neighbor Ride
- Partners in Care Maryland

E. Status of Projects from the 2021-2024 TIP and New Projects in the 2022-2025 TIP

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2021-2024 TIP, must be tracked and any significant delays in the planned implementation of these major projects must be explained. In order to meet this guideline, Table II-1 lists all projects from the 2021-2024 TIP by jurisdiction including the TIP ID, year of operation in the 2021-2024 TIP, year of operation in the 2022-2025 TIP (if any), and status of the project.

Table II-1 sometimes lists the year of operation in the 2022-2025 TIP as XX. This means the project is not in the new TIP either because funds have been received, the project is complete, the project is between funding stages, the project is on hold, or the project is not being pursued. The reason is noted in the project status. Ongoing means that this project continues year after year. NA means not applicable, usually used for a study where the year of operation has yet to be determined.

Table II-2 lists projects that are new to the 2022-2025 TIP. Additional details on these projects are available in Chapter VI.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
<u>Anne Arundel County</u>				
Hanover Road Corridor Improvement	11-1801-42	TBD	TBD	The project is at 90% design, with land acquisition in progress
MD 2: US 50 to Baltimore Annapolis Boulevard	11-2102-41	TBD	TBD	SHA has finalized the purpose and need to be used to analyze the proposed improvements. MOU has been agreed upon and is currently in the signature process. A draft project task agreement is currently under review.
MD 3: Saint Stephens Church Road to MD 175	11-2103-41	TBD	TBD	SHA has finalized the purpose and need to be used to analyze the proposed improvements. MOU has been agreed upon and is currently in the signature process. A draft project task agreement is currently under review.
MD 214: MD 468 to east of Loch Haven Road	11-2104-41	TBD	TBD	The Purpose and Need has been approved and SHA is currently analyzing proposed improvements. A formal letter was sent to SHA to manage design and a project task agreement is being developed to complete design. Once the project task agreement is approved, cost estimates and design details will follow.
Furnace Avenue Bridge over Deep Run	11-1103-13	2025	TBD	Design was initiated in December 2020 and is in the pre-NEPA phase. Consultant is beginning survey for Right of Way acquisition. Construction funds are programmed beyond the timeframe covered by this TIP. Project completion is TBD depending on the process for obtaining permits and approvals associated with impacts to the Patapsco Valley State Park.
Harwood Road Bridge over Stocketts Run	11-1208-13	2022	2023	The year of operation was delayed to 2023 due to delays in Right of Way acquisition. Construction advertisement is anticipated in July 2021.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2022	2024	Construction advertisement anticipated in fall 2021. Project completion has been delayed to 2024 due to delays in design review and a two year construction schedule.
O'Connor Road Bridge over Deep Run	11-1403-13	2024	2026	Project is in the process of obtaining NEPA approval. The year of operation was delayed to 2026 due to delays caused by numerous design changes and Right of Way acquisition.
McKendree Road Culvert over Lyons Creek	11-1601-19	2023	2023	NEPA is complete and SHA has approved manhours for final design. Construction advertisement is anticipated in October 2022, with project completion in December 2023.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Polling House Road Bridge over Rock Branch	11-1602-13	2025	2026	The project is in the preliminary design/pre-NEPA phase. Construction funds will be included in a future TIP. Project completion has been delayed to 2026 due to delays in starting preliminary design.
Hanover Road Bridge over Deep Run	11-2105-13	2026	2026	Contract initiation in progress. Preliminary engineering has not yet begun and is anticipated to begin in 2021.
Conway Road Bridge over Little Patuxent River	11-2106-13	2025	2027	Contract initiation in progress. Preliminary engineering has not yet begun and is anticipated to begin in 2021. The year of operation has been updated to reflect a realistic design and construction schedule.
Jacobs Road Bridge over Severn Run	11-2107-13	2027	2027	Contract initiation in progress. Independent manhours have been sent to SHA. Preliminary engineering is anticipated to begin in FY 2022.
Parole Transportation Center	11-2101-66	2025	2025	The location is now identified as the Westfield Mall. Engineering is anticipated to begin in August 2021, with construction advertisement in September 2022.
<u>Baltimore City</u>				
Frederick Avenue Slope Stabilization Wall	12-2105-39	2022	XX	Project advertised for construction 12/2020 and is not requesting further funds. Construction is anticipated to be complete in fall 2021.
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Signal upgrades at 28 intersections are at 95% design and preparing for SHA submittal. Traffic signal timing optimization is in the approval process from SHA. Construction of CCTV cameras and signal rewiring is preparing for advertisement in the 3rd quarter of FY 2021. PS&E package for the installation of fiber optic and copper communications was sent to SHA for review 12/2018 and BCDOT is preparing to resubmit to SHA. ITS deployment and upgrades of 5 new CCTV cameras is at 95% design. Plans sent to SHA 11/2019 and BCDOT is preparing to resubmit to SHA.
Transportation Management Center Upgrade	12-1701-04	2022	2025	BCDOT is currently working with SHA on sole-source approval for the project. The project is now anticipated to be complete in 2025 due to delays in construction advertisement and an updated schedule to roll out all of the in-field signal controllers.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Bush Street Bike Facility	12-2101-03	2023	XX	This project is no longer included in the TIP because it is not using federal funds. Project is using local funds only for expediency and because federal grant funding is not anticipated to be available. Construction is anticipated to be complete in 2023.
Greenway Middle Branch Phase 2	12-2102-03	2025	2025	30% design and NEPA are complete, with engineering completion anticipated 12/2022. BCDOT is working with SHA to establish procurement of an engineering consultant through SHA contract. Construction advertisement anticipated in spring 2023.
Eutaw Place Bike Facility	12-2103-03	2023	XX	This project is no longer included in the TIP because it is not using federal funds. Project is using local funds only for expediency and because federal grant funding is not anticipated to be available. Construction is anticipated to be complete in 2023.
Wolfe/Washington Street Bike Facility	12-2104-03	2024	XX	This project is no longer included in the TIP because it is not anticipated to use federal funds. Project location on Wolfe or Washington has not been finalized. Engineering completion anticipated by the end of 2022. Project is anticipated to be complete in 2024.
Perring Parkway Ramp over Herring Run	12-1215-13	2022	2023	95% design stage, with construction advertisement anticipated in December 2021. Year of operation delayed due to delays in advertisement for construction.
Sisson Street Bridge over CSX Railroad	12-1216-13	2024	2024	Construction advertisement anticipated 9/2021, with project completion in 2024
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2024	2024	Construction advertisement anticipated 1/2022, with project completion in 2024
Belair Road Complete Streets	12-1404-11	2025	2025	Phase I completed in February 2021. Preliminary design stage for Phase II, with construction advertisement anticipated in FY 2023. The year of operation reflects the completion of Phase II. Phase III (intersection with Fleetwood Ave) is not currently funded.
Orleans Street Bridge over I-83 and City Streets	12-1601-13	2028	XX	Project is between funding stages as construction funding is anticipated beyond the timeframe covered by this TIP. Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Remington Avenue Bridge over Stony Run	12-1602-13	2024	2024	65% Design Stage. The project has been value engineered to reduce the overall project cost. Construction advertisement anticipated in summer 2022, with completion in 2024.
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	2026	2026	Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering funds were authorized in FY 2021. Construction advertisement is anticipated in FY 2024.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2025	2025	Engineering funds were authorized in FY 2020 but design has not yet begun. Construction advertisement anticipated in FY 2024.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2026	2026	Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2022.
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	2023	2023	Engineering completed 5/2021. Construction advertisement anticipated 9/2021, with project completion in 2023.
25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2025	2026	Preliminary design stage, with construction advertisement anticipated in spring 2024. Project delayed by one year due to funding delays.
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	2030	2030	Future project. Engineering is anticipated to be initiated in FY 2023.
Citywide Asset Management	12-2003-19	Ongoing	Ongoing	A citywide ADA ramp analysis and an ADA self-compliance report were completed in FY 2021. BCDOT is finalizing its citywide GIS asset inventory. Programmed funds will be used for a pavement management system including the collection of pavement condition data and the creation of an optimized six-year maintenance and Capital Improvement Plan. BCDOT will utilize federal aid funding for eligible roads and local funding for the remaining roads of the network.
Brehms Lane over Herring Run	12-2005-13	2027	XX	Project is between funding stages as construction funding is anticipated beyond the timeframe covered by this TIP. Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2025	2025	Preliminary design stage, with construction anticipated to start in fall 2023

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Hanover Street over CSX	12-2008-13	2027	2027	Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2022.
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	2030	XX	Project is between funding stages as construction funding is anticipated beyond the timeframe covered by this TIP. Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	2025	2025	Preliminary design stage, with construction anticipated to start in fall 2023
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2028	2026	Preliminary design stage, with construction anticipated to start in spring 2024. The year of operation has been moved forward to 2026 because construction funds are available earlier than anticipated.
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	2028	2026	Preliminary design stage, with construction anticipated to start in spring 2024. The year of operation has been moved forward to 2026 because construction funds are available earlier than anticipated.
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	2026	2026	Preliminary design stage, with construction anticipated to start in spring 2024
Waterview Avenue over Ramp to 295	12-2015-13	2027	XX	Project is between funding stages as construction funding is anticipated beyond the timeframe covered by this TIP. Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.
Harford Road Bridge over CSX	12-2106-13	2024	2024	65% design stage. CSX is leading and funding design. Construction advertisement is anticipated in FY 2022.
Capital Project Delivery Services	12-1901-99	Ongoing	Ongoing	BCDOT continues its design efforts for the project management tool, Oracle's Unifier. Initial rollout is expected in FY 2022. Following implementation, Unifier will be used to enhance project management capacity in BCDOT's workforce.
Citywide Transportation Studies	12-2014-99	Ongoing	Ongoing	A study focusing on the realignment of Druid Park Lake Drive is being pursued under this TIP ID. Traffic analysis and community engagement efforts are underway.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
<u>Baltimore County</u>				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2023	2024	Engineering is nearly complete. Project delayed by Right of Way (ROW) acquisition that includes land swap with State of MD. Once ROW is cleared, some re-engineering will be required due to changes in stream alignment. Current design based on 20 year old surveys. Year of Operation assumes 4/2023 construction ad date.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2024	2025	Engineering is nearly complete, with a summer 2023 construction advertisement anticipated. This project has been delayed due to Right of Way acquisition. The advertisement date is contingent on clearing Right of Way.
Gunpowder Road Bridge No. B-0409	13-1005-13	2026	XX	Project is not being pursued, as it does not meet Federal Highway Administration criteria per National Bridge Inspection Standards
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2023	2024	Project delayed due to other projects having higher priority. Construction advertisement anticipated 11/23.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2026	2028	Future project. No work has been undertaken. Project delays are due to other projects having a higher priority.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2031	2032	Future project. No work has been undertaken. Project delays are due to other projects having a higher priority.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2029	2030	Future project. No work has been undertaken. Construction advertisement anticipated beyond the timeframe covered by this TIP. Project delays are due to other projects having a higher priority.
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	2027	XX	Project is not being pursued, as it does not meet Federal Highway Administration criteria per National Bridge Inspection Standards
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	2022	XX	Project advertised for construction in October 2020, with project completion anticipated in 2022. No additional funds are being requested.
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2023	2024	No work has been undertaken. Project delays are due to other projects having a higher priority and need as this project involves no structural modifications.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2027	2027	Future project. No work has been undertaken.
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2028	2031	Future project. No work has been undertaken. Project delays are due to other projects having a higher priority.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	2027	2029	Future project. No work has been undertaken. Project delays are due to other projects having a higher priority.
Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	13-2001-13	2023	XX	Construction advertisement anticipated prior to July 1, 2021, with project completion in 2023. No additional funds are being requested.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
<u>Carroll County</u>				
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	2022	2022	Structural/final design submitted April 2020. Plans, Specifications, and Estimates (PS&E) is due April 2021, with construction advertisement anticipated in FY 2022.
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2023	2025	Engineering was delayed due to lengthy negotiations with the MDOT SHA supplied consultant for the design study proposal. Engineering will begin in FY 2021 and will continue into FY 2022. The year of operation was delayed to 2025 to reflect a more realistic construction ad date.
Babylon Road Bridge over Silver Run	14-1601-13	2023	2026	Project is in the Type, Size, and Location (TS&L) engineering phase. An additional bridge alternative is being considered to reduce hydrologic and environmental impacts. The year of operation was delayed to 2026 due to the additional alternatives analysis and land acquisition issues.
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2023	2029	Administrative preliminary paperwork to be completed at a later date due to reorganization of priorities, with engineering planned to begin in FY 2025. Anticipated year of operation extended to 2029.
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2023	2025	Engineering was delayed due to lengthy negotiations with the MDOT SHA supplied consultant for the design study proposal. Engineering will begin in FY 2021 and will continue into FY 2022. The year of operation was delayed to 2025 to reflect a more realistic construction ad date.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2023	2025	Engineering was delayed due to lengthy negotiations with the MDOT SHA supplied consultant for the design study proposal. Engineering will begin in FY 2021 and will continue into FY 2022. The year of operation was delayed to 2025 to reflect a more realistic construction ad date.
Old Kays Mill Culvert over Beaver Run	14-2101-13	2027	2028	Planning for preliminary engineering will start in FY 2025
Brown Road Culvert over Roaring Run	14-2102-13	2027	2026	Planning for preliminary engineering will start in FY 2024
McKinstry's Mill Road over Little Pipe Creek	14-2103-13	2027	2027	Planning for preliminary engineering will start in FY 2025

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program. Biennial cycle will begin in April 2021.
Harford County				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2022	2025	Working with consultant to complete Type, Size, and Location/NEPA approval. Construction anticipated in FY 2024. Project completion has been delayed to 2025 due to the need to reconfigure bridge design.
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2022	2023	Project is at 90% design. Construction advertisement is anticipated in winter 2021/2022, with completion in 2023 due to delays in the design review process and Right of Way acquisition. Construction will be scheduled so that the bridge is closed between Labor Day and Memorial Day to limit the impact to summer traffic in Susquehanna State Park.
Glenville Road Bridge #30 over Mill Brook	15-1601-13	2024	2025	Engineering began in fall 2020, with construction scheduled for FY 2024. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	2024	2025	The installation of the bridge overlay was completed in September 2020. SHA has issued a Notice to Proceed and the consultant is beginning to work on preliminary design and field investigations. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2023	2024	Preliminary design will begin summer 2021. Construction advertisement is anticipated in FY 2023, with project completion in 2024. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
Madonna Road Bridge #113 over Deer Creek	15-2101-13	2024	2025	Engineering scheduled to begin in summer 2021, with construction advertisement anticipated in FY 2025. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	2027	2028	Engineering scheduled to begin in FY 2025. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
Stafford Road Bridge #162 over Buck Branch	15-2103-13	2026	2027	Engineering scheduled to begin in FY 2023. The delay is due to adjusting the year of operation to reflect the calendar year of operation.
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	2025	2027	Engineering scheduled to begin in FY 2022. The delay in the year of operation to 2027 is due to delays in the construction schedule.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
Howard County				
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2024	XX	Project is between funding stages, with completion delayed to 2028 due to delays in the availability of construction funds. Engineering is at 65% design. Final plans and land acquisition are anticipated to be complete in 2023.
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2024	XX	Project is between funding stages, with completion delayed to 2028 due to delays in the availability of construction funds. Engineering for improvements at the intersection of Guilford Road and US 1 is at 15%.
MD 175 at Oakland Mills Road Interchange	16-1407-46	2023	XX	Project is between funding stages, with completion delayed to 2029 due to delays in the availability of construction funds. Engineering is nearly complete.
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2025	2025	Breakout project at Broken Land Parkway and Snowden River Parkway is complete. Design for increased queue lengths from westbound Snowden River Parkway onto southbound Oakland Mills Road is in design.
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	2023	2023	This is a developer project. The project is at 60% design and is expected to be complete in 2023.
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	2022	XX	Project is between funding stages. Phase I (widening from I-70 to MD 99) and Phase II (improvements to the ramp for I-70 eastbound) are complete. Phase III (widening from US 40 to I-70) is anticipated to start construction in spring 2022, with completion in 2023. Phase III is a developer project, with funds appropriated prior to FY 2022. Phase IV (construction of the I-70 bridge) is at 65% design, with construction delayed to FY 2026 due to budget shortfalls. The overall project is anticipated to be complete in 2028.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	River Road over Rockburn Branch, Henryton Road over a tributary to the Patapsco River, and Daisy Road over Little Cattail Creek anticipated to advertise in FY 2022. Twelve structures anticipated to advertise in FY 2023.
Maryland Port Administration				
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	2026	2026	The NEPA process is ongoing. Construction is anticipated to begin in FY 2023.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	2022	2022	Construction is ongoing. The access channel to Berth 3 will be deepened to 50 feet by July 2022.
Howard Street Tunnel	32-2101-83	2024	2025	Pre-construction activities are ongoing. The Environmental Assessment for NEPA approval was issued on Feb. 26, 2021. A Categorical Exclusion is anticipated in late FY 2021. Construction is anticipated to begin in FY 2022 after agreements are signed with Federal Rail Administration and CSX Railroad. Construction completion delayed to early 2025 as a result of delays in obtaining NEPA approval.
<u>Maryland Transportation Authority</u>				
I-95 Fort McHenry Tunnel: Port Covington Access	22-1901-45	2029	2029	The first phase of this project was MDTA's funding and oversight of the project's planning, with a NEPA study that is anticipated to be complete in 2021. A timeline for design will be established once the private developer secures grant funding.
I-95 Express Toll Lane Northbound Extension	25-1801-41	2026	2027	The I-95 ETL Northbound Extension (part of Section 200) is being developed in two phases. Phase I includes new ETL facilities from MD 43 to south of MD 152 and safety improvements between MD 152 and MD 24. Several sections of Phase I construction are complete including the Bradshaw Road and Joppa Road overpasses and the Section 100 NB and SB noise walls. The MD 152 and MD 24 Auxiliary lanes are expected to be complete in July 2021. All of Phase I is anticipated to be complete in summer 2024. Phase II includes new ETL facilities from south of MD 152 to north of MD 24 and reconstruction of the interchanges at MD 152 and MD 24. Phase II contracts under construction include the Clayton Road and Abingdon Road overpasses as well as the MD 24/MD 924 Park and Ride. The remaining Phase II contracts are in design.
I-95 Southbound Part-Time Shoulder Use	25-2101-41	2024	2025	Engineering was delayed by one year due to COVID-19 related funding cuts. As a result, the year of operation was delayed to 2025. Engineering resumed in October 2020.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
MTA - Transit				
MDOT MTA Transportation Alternatives Program Grants	40-2104-29	Ongoing	Ongoing	Engineering for Belair Road and Garrison Boulevard Transit Priority Initiatives anticipated to begin 11/2021, with completion 11/2022. Engineering for the Patapsco bike/ped bridge anticipated to begin 7/2021, with completion 11/2022.
Urban Transit Systems – Capital Assistance	40-1602-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Ongoing	Ongoing	Project is ongoing. FY 2022 procurements include 70 forty-foot buses.
Low or No Emission (Low-No) Bus Program	40-2101-05	2023	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed
Buses and Bus Facilities Discretionary Grant	40-2105-05	Ongoing	XX	Discretionary grant funds for Carroll, Harford, and Howard Counties were obligated in FY 2021, with no further funds programmed
Rural Transit Systems - Capital Assistance	40-9501-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Small Urban Transit Systems – Capital Assistance	40-9502-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	Projects are ongoing and on schedule
Small Urban Transit Systems – Operating Assistance	40-0104-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2020	2021	Project completion anticipated May 2021. Landscaping was on hold for planting season and began March 2021. Interior finishes, drywall finishing/painting, ACT ceilings, floor & wall tile, bathroom fixtures, and mill work are nearing completion.
Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Preservation project ongoing
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Projects are ongoing and on schedule
Urban Transit Systems – Operating Assistance	40-1603-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Agencywide System Preservation and Improvement	40-1801-64	Ongoing	Ongoing	Various projects ongoing
Bus System Preservation and Improvement	40-1803-64	Ongoing	Ongoing	Project is ongoing. Boiler and other miscellaneous facility preservation improvement projects in the future. No funding programmed until FY 2023.
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	27 of 53 Light Rail Vehicles accepted for revenue service. Projected delivery of final car is 6/25/2022.
Metro and Light Rail System Preservation and Improvement	40-1805-64	Ongoing	Ongoing	Various projects are ongoing

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Light Rail LiDAR Track Survey Discretionary Grant	40-2102-64	2021	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed. LiDAR survey anticipated to be complete 9/2021, with final report completion 12/2021.
Metro Subway Track Intrusion Detection and Alert System	40-2103-62	2023	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed. Project completion anticipated 4/2023.
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and on schedule
Building Blocks: Inclusive Transportation Planning Mobility Hubs	42-2101-64	2025	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed. Design for the mobility hub along Fayette Street at Caroline Street anticipated to be complete 4/2023.
Towson Circulator	43-2101-67	2021	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed. Baltimore County has chosen two routes, hours of service, and anticipated headways. The service is anticipated to open 9/2021.
<u>MTA - Commuter Rail</u>				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	The first seven overhauled cars have been delivered to MTA and are operating in revenue service. Two additional overhauled cars have been delivered to MTA and are undergoing testing and commissioning prior to revenue service.
MARC Improvements	70-1502-54	Ongoing	Ongoing	Funds for this project are split 50/50 between the Baltimore and Washington region TIPs as commuter rail funds can be used anywhere MARC runs. Construction on the Brunswick and Camden lines began late 2019. MARC Positive Train Control (PTC) is ready to begin testing on the Penn Line pending Amtrak readiness. The MARC Penn-Camden Connector has completed design. Partial procurement scheduled and funded in FY 2025.
MARC Facilities	70-1503-55	Ongoing	Ongoing	Various projects ongoing
MARC Martin's Yard Power Switch	70-2101-54	Ongoing	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed
MARC Martin's Storage Yard	70-2102-54	Ongoing	XX	Discretionary grant funds were obligated in FY 2021, with no further funds programmed
<u>MDOT – Office of the Secretary</u>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	NA	NA	Planning activities are underway. The Draft Environmental Impact Statement and Draft Section 4(f) Evaluation were released for public comment in January 2021.
State Highway Administration				
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	2019	XX	Project opened to service in 2019 and is complete
MD 175: Disney Road to Reece Road	61-1601-41	2020	XX	Project opened to service 9/2020 and is complete
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	2024	2024	Utility relocation underway. Engineering is anticipated to be complete 6/2021. The project is scheduled to re-advertise in fall 2021 after significant utility realignment delays resulted in the termination of the original contract.
MD 173: Bridge Replacement over Rock Creek	61-2101-13	TBD	TBD	Currently in design with a potential ad date of 10/2022. Construction is not currently funded.
I-695 at Cromwell Bridge Road – Drainage Improvement	63-1801-38	2020	2021	Construction complete 4/2021. Project completion was delayed by Right of Way acquisition, which continues beyond completion of the construction phase.
MD 140: Painters Mill Road to Owings Mills Boulevard – Phase 2	63-0802-41	2025	XX	Project on hold
MD 140: Garrison View Road to Painters Mill Road – Phase 1	63-1203-41	2020	XX	Project opened to service 2/2021 and is complete
I-695: US 40 to MD 144	63-1601-41	2021	2021	Construction ongoing, with the project anticipated to be open to traffic in fall 2021
I-695: I-70 to MD 43	63-1802-41	2024	2024	This is a Design Build project. Project advertised 5/2019, with construction anticipated to begin in summer 2021.

Table II-1: Status of Projects from the 2021-2024 TIP

Project	TIP ID	Year of Operation		Project Status
		21-24 TIP	22-25 TIP	
I-83: Bridge Replacement over Padonia Road	63-1701-13	2022	2022	Construction ongoing with completion anticipated in summer 2022
US 1: Bridge Replacement over CSX	63-1704-13	2021	2022	Construction ongoing with completion now anticipated in fall 2022 due to utility delays
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2021	2022	Construction ongoing with completion anticipated in fall 2022. The year of operation was delayed from 2021 to 2022 due to issues related to an undermined pier.
MD 45: Padonia Road to Wight Avenue	63-1707-11	2021	2021	Construction ongoing, with completion anticipated in fall 2021
MD 151/MD 151B: Bridge Replacements	63-2001-13	2023	2024	Construction ongoing with completion anticipated in 2024. The year of operation was delayed from 2023 to 2024 due to maintenance of traffic issues.
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	2023	2023	Utility relocation underway, but complications in the relocation have resulted in a delay in the year of operation to 2023. Bridge construction is anticipated to begin in spring 2022 with open to traffic in fall 2023.
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	2021	2020	Project opened to traffic 12/2020. Remaining funds will complete Right of Way acquisition.
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	2021	XX	Project is complete and opened to traffic 6/2020
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Engineering ongoing, with 30% design complete
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	2025	2025	Engineering ongoing, with 30% design complete
MD 32: MD 108 to Linden Church Road	66-1602-41	2019	XX	Project is complete and opened to traffic 6/2019
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2022	Construction ongoing, with completion anticipated in summer 2022
I-95: Active Traffic Management	66-1801-41	TBD	XX	Project on hold in order to evaluate/integrate into Traffic Systems Management and Operations Master Plan
MD 835C Sidewalk: Cockey Lane to Old Love Point Road	67-2101-03	TBD	TBD	Engineering ongoing. Project is not yet funded for construction.

Table II-2: New Projects in the 2022-2025 TIP

Agency	Project	TIP ID	Project Category	Year of Operation
Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	Highway Preservation	2031
Baltimore City	East-West Bus Corridor	12-2201-64	Transit Preservation	2025
Harford County	Moore's Road Bridge #78 over a Tributary to Gunpowder Falls	15-2201-13	Highway Preservation	2027
Harford County	Hess Road Bridge #81 over Yellow Branch	15-2202-13	Highway Preservation	2029
MDOT – Maryland Transportation Authority	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Highway Preservation	2027
MDOT – Maryland State Highway Administration	I-695: Reconstruction of Interchange at I-70	63-2201-12	Highway Preservation	2027

F. Conformity with Air Quality Planning

The Clean Air Act Amendments require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore region is designated as a nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The BRTB has conducted a comprehensive analysis of conformity for the 2022-2025 TIP with air quality goals as a pre-condition of its acceptance by federal funding agencies. The results of this work, as summarized below and in an accompanying report entitled *Conformity Determination of the 2022-2025 Transportation Improvement Program and Maximize 2045*, concluded that the

region's transportation plan and program are in conformity with air quality goals.

The conformity determination referred to above is founded upon technical analyses of the impact on areawide emissions of air pollutants associated with building, or not building, projects contained in the TIP. These air quality analyses are based upon Round 9A cooperative socio-economic forecasts, which were approved by the BRTB in Resolution #21-1 on July 28, 2020. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the ERS heading on the top right corner of the page. ERS-related projects are documented in the conformity determination report.

Many of the projects contained in the TIP involve non-capacity improvements such as bridge replacement, bridge rehabilitation, streetscaping, road reconstruction, road resurfacing, road rehabilitation, traffic engineering, safety projects, and bicycle and pedestrian facilities. These improvements do not alter the functional traffic capacity of the facilities being improved and are "exempt" from the requirement to determine conformity according to the Final

Rule. Therefore they were not included in the travel demand model-based technical analysis.

Projects in the TIP that are not identified as exempt in the Final Rule are identified in the conformity document as “non-exempt.” They are not exempt from the requirement to determine conformity. These projects in the TIP typically involve capacity changes such as building a new roadway or adding lanes to an existing roadway. Non-exempt projects which are regionally significant were included in the travel demand model. Non-exempt, non-regionally significant projects were evaluated to determine whether they were suitable to be included in the travel demand model. Non-exempt, non-regionally significant projects which were not able to be evaluated in the travel demand model were reviewed through a manual quantitative analysis.

Upon completion of the travel demand forecasting task, the results were analyzed by the Maryland Department of Environment (MDE) to estimate the emission effects of the highway based transportation system. The results are portrayed in tons per day of NO_x and VOC for future horizon years.

Conformity determinations by the BRTB were made with input from the local jurisdictions and modal administrations. All projects were assessed by the Interagency Consultation Group (ICG) to determine conformity status for testing. Through coordination with the submitting agencies, the BRTB made a determination of conformity by testing projects in the model or performing quantitative analyses.

G. Performance Based Planning and Programming

The U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on performance-based planning and programming. The intent of performance-based planning and programming is to aid MPOs in gauging progress relative to regionally established goals, strategies, performance measures, and performance targets.

- **Goals** are broad aspirations or guiding principles for the region (e.g. “Improve system safety”)
- **Strategies** are specific approaches or policies aiding the implementation of goals (e.g. “Eliminate hazardous or substandard conditions in high-crash locations and corridors”)
- **Performance Measures** are specific metrics the region can use to assess progress towards achieving a goal (e.g. “Decrease number of highway fatalities”)
- **Performance targets** are specific levels to be reached within a certain time frame (e.g. “Decrease the number of highway fatalities to 121 by 2030”)

Federal rulemaking requires MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. The BRTB coordinated target selection with the State and public transportation providers to ensure consistency. All 25 of the federally mandated performance targets have been adopted by the BRTB.

Performance measures and targets cover several broad categories including transit asset management, transit safety, highway safety, traffic congestion, on-road mobile source emissions, pavement and bridge condition, and travel time reliability.

The following paragraphs summarize each of these performance measures and targets as well as the anticipated impact of investments in the TIP towards their achievement. The BRTB will continue to work to improve the methods utilized to analyze the linkage between TIP investments and regional progress towards performance measures and targets.

Transit Asset Management: Performance Measures and Targets

FTA’s final rule on transit asset management (TAM) requires transit agencies receiving FTA funding to develop asset management plans and monitor performance for public transportation assets, including: vehicles, facilities, equipment, and other infrastructure. The BRTB adopted the four required transit asset management targets in June 2017, with an update in February 2019:

1) Percentage of revenue vehicles within an asset class that have either met or exceeded their Useful Life Benchmarks (ULBs). Table 1 summarizes these targets.

Table 1. MDOT MTA Revenue Vehicle Performance Targets

% of vehicles at or past their ULB				
Mode	Asset Class	2017 Target	2018 Target	2019 Target
Bus	bus (40-ft)	4.7%	4.7%	0.0%
Bus	bus (60-ft)	0.0%	0.0%	0.0%
Light Rail	light rail vehicle	0.0%	0.0%	0.0%
Metro	heavy rail vehicle	88.9%	88.9%	88.9%
MARC	locomotive	0.0%	0.0%	0.0%
MARC	passenger coach	0.0%	0.0%	0.0%
Mobility	cutaway bus	0.0%	0.0%	0.0%
Mobility	vans	0.0%	0.0%	0.0%
Mobility	automobile	4.4%	4.4%	4.4%

2) Percentage of non-revenue vehicles that have either met or exceeded their ULBs. Table 2 summarizes these targets.

Table 2. MDOT MTA Non-Revenue Vehicle Performance Targets

% of vehicles at or past their ULB			
Asset Class	2017 Target	2018 Target	2019 Target
Steel wheel vehicles	61.1%	61.1%	61.1%
Other rubber tire vehicles	54.4%	54.4%	54.4%

3) Infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions. Table 3 summarizes these targets.

Table 3. MDOT MTA Guideway Performance Targets

% of guideway under performance restriction			
Mode	2017 Target	2018 Target	2019 Target
MARC	3.5%	3.5%	3.5%
Metro	3.5%	3.5%	3.5%
Light Rail	5.8%	5.8%	5.8%

4) Facilities: Percentage within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) scale. Table 4 summarizes the TERM scale and Table 5 summarizes the facilities targets.

Table 4. FTA Transit Economic Requirements Model (TERM) Scale

General Condition Assessment Rating Scale		
Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Table 5. MDOT MTA Facilities Performance Targets

% of facilities rated below condition 3 on the TERM scale *			
Asset Class	2017 Target	2018 Target	2019 Target
administrative facility	21%	21%	21%
maintenance facility	65%	65%	50%
passenger facility	17%	17%	17%
parking lot	58%	58%	50%

In addition to the TAM targets for MDOT MTA listed above, there are separate performance targets for Tier II agencies. Tier II agencies include Locally Operated Transit Systems (LOTS) in the Baltimore region. MDOT MTA is a Tier 1 agency and Maryland’s direct recipient of federal funds. Tier 1 providers are those transit operators with 101 or more vehicles in revenue service during peak regular service or operators of rail fixed-guideway public transportation systems. MDOT MTA

is also overseeing asset management for 22 sub-recipients (two Tier I agencies and 20 Tier II agencies). Tier II providers are those transit operators that do not operate rail fixed-guideway public transportation systems and have 100 or fewer vehicles in service during peak regular service. Table 6 summarizes Tier II targets.

Table 6. Tier II Performance Targets

% of vehicles at or past their ULB		
Asset Class	Current Performance	2019 Target
bus	40.7%	40.7%
cutaway bus	52.3%	52.3%
automobile	66.7%	66.7%
van	85.4%	85.4%
trucks and other rubber tire vehicles	50.0%	50.0%
administrative facility	40.9%	40.9%
combined administrative/maintenance facility	11.1%	11.1%
maintenance facility	21.1%	21.1%
passenger/parking	25.0%	25.0%

The 2022-2025 TIP includes fourteen projects related to the purchase, maintenance and rehabilitation of transit assets. MDOT MTA is the project sponsor for all TAM related projects except for the Anne Arundel County sponsored Parole Transportation Center. Table 7 summarizes these projects. The 2022-2025 TIP includes a total of \$985.8 million in TAM related investments. Federal sources such as

CMAQ and FTA sections 5307, 5337, and 5339 account for \$777.3 million of this total. Matching funds account for the remaining \$208.5 million. This investment represents 24.4% of the \$4.04 billion programmed in the 2022-2025 TIP.

Table 7. 2022-2025 TIP Projects Related to Transit Asset Management

Project	TAM Target	Federal	Matching	Total TIP Funds
MARC Rolling Stock Overhauls and Replacement	Vehicles	\$21,062	\$5,265	\$26,327
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	\$113,498	\$28,377	\$141,875
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	\$245,095	\$61,275	\$306,370
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	\$153,785	\$38,447	\$192,232
MARC Improvements	Infrastructure	\$49,825	\$12,458	\$62,283
MARC Facilities	Facilities	\$49,358	\$12,340	\$61,698
Bus System Preservation and Improvement	Facilities	\$4,222	\$1,056	\$5,278
Kirk Bus Facility Replacement - Phase 1 & 2	Facilities	\$8,128	\$2,032	\$10,160
Agencywide System Preservation and Improvement	Facilities and Infrastructure	\$42,429	\$10,608	\$53,037
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	\$82,931	\$20,734	\$103,665
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	\$0	\$14,141	\$14,141
Rural Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$195	\$49	\$244
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$3,253	\$813	\$4,066
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$3,522	\$879	\$4,401
Funding Total (in \$1,000s)		\$777,303	208,474	985,777

Transit Safety: Performance Measures and Targets

FTA’s final rule requires transit agencies to develop four transit safety performance measures and targets. MDOT, regional LOTS and the BRTB coordinated on a methodology to develop measures to be tracked annually. The BRTB adopted the four required transit asset management targets in January 2021. The adopted performance measures include:

- 1) Fatalities: The total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode
- 2) Injuries: The total number of reportable injuries and the rate per total VRM by mode
- 3) Safety Events: The total number of reportable events and the rate per total VRM by mode
- 4) System Reliability: The mean distance between major mechanical failures by mode

The thresholds for reportable fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual. Reportable major mechanical failures are defined in the NTD Glossary as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip

or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.”

Tables 8 and 9 summarize the required transit safety performance measures and targets for MDOT MTA and the regional LOTS. Targets for these measures can be found in columns two, four, six and eight respectively. Fatalities, injuries, and safety events also include performance measures for the rate per total VRM by mode. These targets are listed in columns three, five, and seven respectively. System Reliability is shown in column eight.

Table 8. Transit Safety Performance Measures and Targets – MDOT MTA

Mode of Transit Service	Fatalities	Fatalities (per 1 million VRM)	Injuries	Injuries (per 1 million VRM)	Safety Events	Safety Events (per 1 million VRM)	System Reliability (VRM/Failures)
Local Bus	3	0.1	184	8.7	143	6.8	5,727
Light Rail	1	0.3	15	5.1	15	5.1	1,383
Metro Subway	1	0.2	37	8.1	38	8.3	2,820
Mobility	0	0.0	107	4.8	90	4.1	14,000
Commuter Bus	0	0.0	0	0.0	0	0.0	14,975

Table 9. Transit Safety Performance Measures and Targets - LOTS

Performance Measure	Fatalities	Fatalities (per 1 million VRM)	Injuries	Injuries (per 1 million VRM)	Safety Events	Safety Events (per 1 million VRM)	System Reliability (VRM/Failures)
Annapolis Transit							
Demand Response (Paratransit)	0	0	0	0	0	0	NA
Fixed Route	0	0	0	0	0.6	0.1	NA
Baltimore County							
Demand Response (Paratransit)	0	0	0	0	0	0	39,614 miles between failures
Carroll Transit							
Demand Response	0	0	1	0.15	15	2.30	>265,000
Fixed Route	0	0	1	0.53	5	2.66	>82,000
Queen Anne's County							
Demand Response	0	0	0	0	0	0	95%
Fixed Route	0	0	0	0	0	0	95%
Anne Arundel OOT							
Demand Response	0	0	2	0	2	0	25,000
Fixed Route	0	0	1	0	1	0	75,000
Harford Link							
Demand Response		0		0.25		<5	98%
Fixed Route		0		1		<10	98%
Deviated Fixed Route		0		0.5		0	98%
Charm City Circulator							
Fixed Route	0	0	0	0	4 or fewer	1.0	5,000 miles between breakdowns
RTA (Howard)							
Fixed Route	0	0	20	1.5	20	1.5	Miles bw failures 6,000
Demand Response (Paratransit)	0	0	3	0.25	5	0.40	6,000
Demand Taxi	0	0	0	0	0	0	0

The 2022-2025 TIP includes eleven projects related to the transit safety performance measures and targets. MDOT MTA is the project sponsor for all of these projects aside from the East-West Bus Corridor (Baltimore City) and State Safety Oversight (MDOT Office of the Secretary). Table 10

summarizes these projects. The 2022-2025 TIP includes a total of \$755.8 million in transit safety related investments. Federal sources account for \$604.3 million of this total. Matching funds account for the remaining \$151.5 million.

This investment represents 18.7% of the \$4.04 billion programmed in the 2022-2025 TIP.

Table 10. 2022-2025 TIP Projects Related to Transit Safety

Project	Federal	Matching	Total TIP Funds
East-West Bus Corridor (Baltimore City)	\$10,080	\$2,520	\$12,600
MARC Improvements	\$49,825	\$12,458	\$62,283
MARC Rolling Stock Overhauls and Replacement	\$21,062	\$5,265	\$26,327
Bus and Paratransit Vehicle Overhaul and Replacement	\$113,498	\$28,377	\$141,875
Bus and Rail Preventive Maintenance	\$153,785	\$38,447	\$192,232
MDOT MTA Transportation Alternatives Program Grants	\$2,384	\$596	\$2,980
Metro and Light Rail Rolling Stock Overhauls and Replacement	\$245,095	\$61,275	\$306,370
Rural Transit Systems - Capital Assistance	\$195	\$49	\$244
Small Urban Transit Systems - Capital Assistance	\$3,253	\$813	\$4,066
Urban Transit Systems - Capital Assistance	\$3,522	\$879	\$4,401
State Safety Oversight (MDOT TSO)	\$1,600	\$800	\$2,400
Funding Total (in \$1,000s)	\$604,299	\$151,479	\$755,778

Highway Safety: Performance Measures and Targets

The FHWA’s final rule established five performance measures for state DOTs and MPOs to use to carry out the Highway Safety Improvement Program (HSIP). MDOT and the BRTB

coordinated on a methodology using crash data to develop regional targets. The source for all fatality data is the most recently available NHTSA Fatality Analysis Reporting System (FARS) data. Serious injury data were obtained through the state’s crash data system. Compliant with the final rule, the methodology uses 5-year rolling averages for each of the measures.

Table 11 summarizes the five required highway safety performance measures and targets. The table reflects targets adopted by the BRTB in January 2021. The rightmost column in Table 11 shows 2030 TZD goals. This refers to the state’s and the region’s continued commitment to the concept of “Toward Zero Deaths.” While MDOT and the BRTB have adopted short-term yearly highway safety targets in accordance with regulatory guidance and advice from the FHWA, both organizations nonetheless maintain their long-term commitment to achieving zero deaths on the state’s and the region’s highways. Consistent with the state’s Highway Safety Improvement Plan, the 2030 TZD targets are half the 2008 baseline targets.

Table 11. Highway Safety Performance Measures and Targets

Measures related to funding under the Highway Safety Improvement Program (HSIP)					
Measure	2008 Baseline	2018 Actual	2019 Actual	2017-2021 Target	2030 TZD Goal
Number of fatalities	242	223	207	179	121
Number of serious injuries	1,868	1,566	1,509	1,203	934
Fatality rate per 100 million VMT	0.93	0.81	0.74	0.68	0.47
Serious injury rate per 100 million VMT	7.21	5.66	5.42	4.55	3.60
Number of non-motorized (ped/bike) fatalities and serious injuries	286	363	343	223	143

Table 12 summarizes the three MDOT State Highway Administration (MDOT SHA) projects programming HSIP funds. HSIP funds are programmed in three MDOT SHA areawide projects focusing on environmental improvements, resurfacing and rehabilitation, and safety and spot improvements. Areawide projects group together many smaller projects throughout the region that do not affect air quality, otherwise known as exempt projects. The complete project list is not available from MDOT SHA, but Appendix D lists known projects that MDOT SHA will pursue as a part of these areawide projects in FY 2022. The 2022-2025 TIP includes

\$74.92 million in federal HSIP funds along with \$18.73 million in matching funds for a total of \$93.65 million. This investment represents 2.32% of the \$4.04 billion programmed in the 2022-2025 TIP.

Table 12. 2022-2025 TIP Projects Programming HSIP Funds

Agency	Project	HSIP Federal	HSIP Matching	Total TIP Funds
MDOT SHA	Areawide Environmental Projects	\$2,320	\$580	\$2,900
MDOT SHA	Areawide Resurfacing And Rehabilitation	\$16,760	\$4,190	\$20,950
MDOT SHA	Areawide Safety And Spot Improvements	\$55,840	\$13,960	\$69,800
Funding Total (in \$1,000s)		\$74,920	\$18,730	\$93,650

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2022-2025 TIP includes many other projects identified by project sponsors as supporting the BRTB’s highway safety goals. Examples include the provision of bicycle and pedestrian facilities along roadways as well as other cost effective safety countermeasures (e.g. rumble strips, signal phasing, etc.). These projects program a variety of funds including other federal sources, state funds, and local funds. Appendix B includes a complete table relating 2022-2025 TIP projects to LRTP goals and performance measures.

In addition to TIP investments, the BRTB has lead or participated in the development and completion of several major projects related to safety throughout the Baltimore region in recent years. Most notably among these are the development and implementation of local Strategic Highway Safety Plans (SHSP), the adoption of Complete Streets policies, and the staffing of pedestrian/bicycle coordinators in local Departments of Transportation or Public Works.

In addition, the BRTB is updating a Congestion Management Process, encouraging traffic incident management training for all first responders through the Traffic Incident Management for the Baltimore Region (TIMBR) committee, and promoting use of the MDOT SHA Transportation Systems Management and Operations (TSMO) Strategic Deployment Plan to ensure that safety is considered for all roadway projects. BMC is also supporting non-motorist safety projects including the Look Alive regional pedestrian and bicycle safety campaign and the Maryland Highway Safety Office's Pedestrian Fatality Review.

Traffic Congestion and Emissions: Performance Measures and Targets

The Baltimore region is classified as a nonattainment area for the 8-hour ozone standard. As such, the region must work to

ensure it maintains conformity with the state's air quality plan. The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides funding for transportation programs and projects that reduce air pollution and mitigate congestion in the transportation system in nonattainment areas.

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to report on traffic congestion to carry out the CMAQ program. This final rule requires state DOTs and MPOs to coordinate and report on a single unified set of performance targets for each of the measures for the urbanized area. These measures are:

1) Annual hours of peak-hour excessive delay (PHED): This measure presents the annual hours of PHED that occur within an urbanized area on the National Highway System (NHS). The threshold for excessive delay is either 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings and either 3-7 p.m. or 4-8 p.m. local time on weekday afternoons.

2) Percentage of non-single-occupancy vehicle (SOV) travel: This measure is the percentage of non-SOV vehicles traveling within an urbanized area, calculated using American

Community Survey (ACS) commuting (journey to work) data from the U.S. Census Bureau.

3) On-road mobile source emission reductions: This measure tracks the total emission reductions attributed to projects funded through the CMAQ program. Total emissions reductions are calculated by summing 2- and 4-year totals of emissions reductions of an applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds (VOCs) and nitrogen oxides (NOx).

Table 13 summarizes the traffic congestion and emissions performance measures and targets. The BRTB adopted initial traffic congestion targets in May 2018 and the emissions target in June 2018, with an update approved in October 2020.

Table 13. Traffic Congestion and Emissions Performance Targets

Measures related to funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program			
Measure	Baseline (Year)	2-year Targets (2018-2019)	4-Year Targets (2018-2021)
Annual per capita hours of peak-hour excessive delay (PHED)	20.2 hours (2017)	<21.8 hours	<22.6 hours
Percentage of non-SOV travel	25.1% (2016)	24.8%	24.8%
Reduction of VOC (kg/day)	12.825 (2014-2017)	6.589	7.874
Reduction of NOx (kg/day)	139.478 (2014-2017)	88.571	123.390

Table 14 summarizes the TIP projects programming CMAQ funds. The 2022-2025 TIP includes \$191.3 million in federal CMAQ funds along with \$47.1 million in matching funds for a total of \$238.4 million. This investment represents 5.9% of the \$4.04 billion programmed in the 2022-2025 TIP.

MDOT MTA accounts for nearly 92% of CMAQ funds programmed in the TIP, with MDOT SHA accounting for the remainder. MDOT MTA sponsored projects include two projects focused on the overhaul and replacement of bus, metro, and light rail vehicles as well as funding for ridesharing in the Baltimore region. MDOT SHA sponsored projects include two areawide projects focused on congestion

management and safety and spot improvements. As mentioned previously, Appendix D lists known projects that MDOT SHA will pursue as a part of these areawide projects in FY 2022.

Table 14. 2022-2025 TIP Projects Programming CMAQ Funds

Agency	Project	CMAQ Federal	CMAQ Matching	Total TIP Funds
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	\$75,176	\$18,795	\$93,971
MDOT MTA	Metro and Light Rail Rolling Stock Overhauls and Replacement	\$97,823	\$24,457	\$122,280
MDOT MTA	Ridesharing - Baltimore Region	\$2,672	\$0	\$2,672
MDOT SHA	Areawide Congestion Management	\$5,880	\$1,470	\$7,350
MDOT SHA	Areawide Safety And Spot Improvements	\$9,700	\$2,425	\$12,125
Funding Total (in \$1,000s)		\$191,251	\$47,147	\$238,398

Pavement and Bridge Condition: Performance Measures and Targets

The FHWA's final rule established six performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include four measures of pavement condition and two measures of bridge condition.

Pavement condition is based on a calculation using measures of international roughness index (IRI), cracking, and rutting or faulting. Bridge condition is based on National Bridge Inventory (NBI) condition ratings for the bridge deck, superstructure, substructure, and culvert. Pavement sections and bridges are assigned a rating of good, fair, or poor based on the worst score among the rated elements. For example, if the bridge deck is rated poor while the other elements are rated fair, the bridge condition will be rated poor.

The pavement and bridge condition targets adopted by the BRTB are based on projecting current conditions out to the target years, considering planned and programmed maintenance. However, the targets do not necessarily represent what the BRTB would like to accomplish with respect to pavement and bridge conditions. The results of this target setting may be considered as a factor in redirecting funds if deemed appropriate.

Table 15 summarizes the six required performance measures and targets for pavement and bridge condition. The BRTB adopted these measures and targets in October 2018.

Table 15. Pavement and Bridge Condition Performance Measures and Targets

Measure	Baseline	2-Year Targets (2018-2019)	4-Year Targets (2018-2021)
% of NHS interstate pavement in good condition (2016 baseline)	63.8%	60.0%	60.0%
% of NHS interstate pavement in poor condition (2016 baseline)	0.4%	2.0%	2.0%
% of NHS non-interstate pavement in good condition (2016 baseline)	29.7%	30.0%	30.0%
% of NHS non-interstate pavement in poor condition (2016 baseline)	8.6%	7.0%	8.0%
% of NHS bridges by deck area in good condition (2017 baseline)	29.7%	20.0%	20.0%
% of NHS bridges by deck area in poor condition (2017 baseline)	5.0%	3.0%	5.0%

Table 16 summarizes funds programmed in the 2022-2025 TIP for projects related to pavement condition. Projects are categorized as interstate or non-interstate NHS for consistency with the required performance measures and targets. Project scopes vary and include many elements that do not affect pavement condition. As a result, only a small portion of the funds listed may be utilized to improve pavement condition.

The year of operation for each project is listed in parenthesis after the project name.

In addition to the projects listed in Table 16, MDOT SHA’s areawide projects for resurfacing and rehabilitation, safety and spot improvements, and urban reconstruction include funds applicable to pavement condition, though not all of the funds will contribute to improved pavement condition and those that do may not be used on the NHS. Known projects that will be pursued under these areawide projects in FY 2022 are listed in Appendix D. These areawide TIP projects program \$469.4 million in federal funds along with \$117.3 million in matching funds for a total of \$586.7 million. \$225.4 million of the funds in these projects are programmed under the National Highway Performance Program, which is used on NHS facilities.

Table 16. 2022-2025 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
NHS Interstate Projects				
MDOT SHA	I-695: I-70 to MD 43 (2024)	\$131,153	\$5,337	\$136,490
MDOT SHA	I-695: US 40 to MD 144 (2021)	\$6,626	\$20,469	\$27,095
NHS Interstate Subtotal (In \$1,000s)		\$137,779	\$25,806	\$163,585
Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Non-Interstate NHS Projects				
Anne Arundel County	MD 2: US 50 to Baltimore Annapolis Boulevard (TBD)	\$0	\$1,256	\$1,256
Anne Arundel County	MD 3: Saint Stephens Church Road to MD 175 (TBD)	\$0	\$1,269	\$1,269
Baltimore City	Belair Road Complete Streets (2025)	\$6,840	\$1,710	\$8,550
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway (2025)	\$5,536	\$1,384	\$6,920
Baltimore City	MLK Boulevard and Howard Street Intersection Improvements (2023)	\$4,800	\$1,200	\$6,000
Baltimore City	Patapsco Ave. from Magnolia Ave. to Patapsco River Bridge (2026)	\$11,600	\$2,900	\$14,500
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2026)	\$7,720	\$1,930	\$9,650
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	\$28,003	\$1,392	\$29,395
MDOT SHA	MD 45: Padonia Road to Wight Avenue (2021)	\$194	\$2,205	\$2,399
Non-Interstate NHS Subtotal (In \$1,000s)		\$64,693	15,246	\$79,939
Interstate and Non-Interstate NHS Funding Total (In \$1,000s)		\$202,472	\$41,052	\$243,524

Table 17 summarizes the funds programmed in the 2022-2025 TIP for bridge projects on the NHS. The programmed funds listed are for various project phases including engineering,

right-of-way, and construction. The year of operation for each project is listed in parenthesis after the project name. The 2022-2025 TIP includes a total of \$229.6 million in federal funds for these projects along with \$26.9 million in matching funds for a total of \$256.5 million. The reconstruction of the interchange at I-695 and I-70 accounts for 56.4% of this total.

Table 17. 2022-2025 TIP Bridge Projects on the NHS

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Baltimore City	Hanover Street over CSX (2027)	\$735	\$185	\$920
Baltimore City	Harford Road Bridge over CSX (2024)	\$9,000	\$3,500	\$12,500
Baltimore City	I-83 Concrete Deck Mill and Resurface (2025)	\$10,720	\$2,680	\$13,400
Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX (2031)	\$23,520	\$5,880	\$29,400
Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway (2026)	\$960	\$240	\$1,200
Baltimore City	Perring Parkway Ramp over Herring Run (2023)	\$8,000	\$2,000	\$10,000
Baltimore City	Wilkens Avenue Bridge Over Gwynns Falls (2024)	\$11,040	\$2,760	\$13,800
Baltimore County	Rolling Road Bridge No. B-0358 over Branch of Dead Run (2031)	\$400	\$100	\$500
MDOT SHA	MD 173: Bridge Replacement over Rock Creek (TBD)	\$565	\$0	\$565
MDOT SHA	I-695: Reconstruction of Interchange at I-70 (2027)	\$137,249	\$7,397	\$144,646
MDOT SHA	I-83: Bridge Replacement over Padonia Road (2022)	\$2,610	\$135	\$2,745
MDOT SHA	US 1: Bridge Replacement over CSX (2022)	\$7,700	\$62	\$7,762
MDOT SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls (2022)	\$6,030	\$1,186	\$7,216
MDOT SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run (2025)	\$11,053	\$780	\$11,833
Funding Totals (in \$1,000s)		\$229,582	\$26,905	\$256,487

In addition to the projects listed in Table 17, the TIP also includes a number of additional investments in bridges including:

- I-95 Express Toll Lanes Northbound Extension: This Maryland Transportation Authority project will add two express toll lanes on I-95 northbound from north of MD 43 to north of MD 24. The project includes the reconstruction of several overpasses over I-95 and the widening of several bridges along I-95 northbound. The project is anticipated to be complete in 2027.
- Areawide Bridge Replacement and Rehabilitation: This MDOT SHA TIP project programs funds for major upgrades and maintenance of structures on state highways. The project programs \$196 million in federal funds along with \$49 million in matching funds for a total of \$245 million. These funds include both NHS and non-NHS structures. \$139.4 million of the funds in this project are programmed under the National Highway Performance Program, which is used on NHS facilities.
- Local and state bridge projects not on the NHS: The TIP also includes 45 additional local and state sponsored non-NHS bridge rehabilitation and replacement projects. The 2022-2025 TIP includes \$107.4 million in federal funds for these projects

along with \$37.3 million in matching funds for a total of \$144.7 million.

Travel Time Reliability: Performance Measures and Targets

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include two measures related to Level of Travel Time Reliability (LOTTR) as well as a Truck Travel Time Reliability (TTTR) Index. The specific performance measures are:

- 1) Percentage of person-miles traveled on the Interstate System that are reliable
- 2) Percentage of person-miles traveled on the non-interstate NHS that are reliable
- 3) Ratio of Interstate System mileage indicating reliable truck travel times

Level of Travel Time Reliability (LOTTR) is defined as the ratio of travel times in the 80th percentile to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or

equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Segments are considered reliable if the 80th percentile travel time divided by the 50th percentile travel time is less than 1.5. Person-miles take into account the users of the NHS, including bus, auto, and truck occupancy levels.

The TTTR index is a measure comparing the time it takes trucks to travel segments of the NHS in congested conditions (as shown by the 95th percentile time) relative to the time it takes to make a trip in “normal” conditions (as shown by the 50th percentile time). For example, say the 95th percentile truck travel time is 56 minutes for a segment of the NHS that normally takes 30 minutes. This translates into a ratio of 56 minutes / 30 minutes, or 1.87.

Table 18 summarizes the travel time reliability performance measures and targets. The BRTB adopted these targets in October 2018.

Table 18. Travel Time Reliability Performance Measures and Targets

Measures related to travel time reliability			
Measure	2017 Baseline	2-year Targets (2018-2019)	4-Year Targets (2018-2021)
LOTTR (Interstate) measure: Percentage of person-miles traveled on the Interstate System that are reliable	71.5%	72.1%	72.1%
LOTTR (non-Interstate) measure: Percentage of person-miles traveled on the non-Interstate NHS that are reliable	82.0%	not applicable *	81.7%
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times	1.87	1.87	1.88

* For the first performance period only, FHWA does not require state DOTs and MPOs to set a 2-year target for the LOTTR non-interstate measure

There are no federal funding sources tied directly to travel time reliability on Interstate and non-Interstate NHS facilities. However, a number of projects in the TIP have the potential to improve travel time reliability. Example projects include:

- Baltimore City’s Traffic Signals and Intelligent Transportation System project (TIP ID 12-1218-07)
- MDOT SHA’s implementation of hard shoulder running on I-695 during peak travel periods between I-70 and MD 43 (TIP ID 63-1802-41)
- MDOT SHA’s Areawide Congestion Management project (TIP ID 60-9504-04)

- MDTA's I-95 Southbound Part-Time Shoulder Usage project (TIP ID 25-2101-41)

In addition to investments in the TIP, BMC staff are working on the development of an analysis tool for congestion in the Baltimore region. This tool overlays project data from the TIP and *Maximize2045*, the Baltimore region's top 25 bottlenecks, traffic speed data, and a travel time index. This tool will be useful in analyzing the effectiveness of transportation investments in mitigating congestion in the Baltimore region.⁵

Future Performance Monitoring

In cooperation with MDOT and its modal agencies, as well as its other state agency partners, the BRTB will continue to monitor how investments in the TIP are influencing the performance of the region's transportation systems. This includes improving the methods utilized to analyze the anticipated effect of TIP investments towards achieving the performance targets discussed in this section. In addition, the BRTB will use the established targets to help in identifying

⁵ More information on the BRTB Congestion Management Process, including the Congestion Management Process Analysis Tool, is available here: <https://www.baltometro.org/transportation/planning-areas/congestion-management-process>

strategies and in making investment decisions about programs and projects.

For more information on performance measures and targets, please see the System Performance Report in Chapter 5 of *Maximize2045*.⁶

⁶ More information on *Maximize2045*, including the system performance report, is available here: <https://www.baltometro.org/transportation/plans/long-range-transportation-plan/maximize2045>

III. PROGRAM DEVELOPMENT

A. Integration with Federal, State and Local Programs

The projects contained in the 2022-2025 TIP flow from *Maximize2045* with detailed information extracted from the capital programs of state and local agencies responsible for implementing transportation projects in the region. Project information was provided by these agencies from the 2022-2025 portions of their respective multi-year improvement programs.⁷ For a surface transportation project to be eligible for inclusion in the State TIP (STIP), and thus to receive federal aid, it must first be listed in the TIP.

Because the TIP must reflect regional priorities and be consistent with recommendations contained in the LRTP, it is important that a "regional voice" be expressed in the preparation of individual agencies' capital programs. Meetings that take place as part of the effort to produce a short-range element begin to accomplish this. The meetings foster a more fully coordinated project selection process for the TIP, providing for sound technical analysis early in the programming

process, full discussion among local and state agencies and avoidance of unrealistic over-programming.

⁷ A list of contributing agencies can be found in Appendix A.

B. Federal Fund Sources for Surface Transportation Projects

Federal regulations require that certain highway and transit projects inside or serving the urbanized area be included in the TIP to gain federal approval. Projects proposed to be funded through the following programs in the current or following fiscal years must be included in the TIP:

- 1702 High Priority Projects
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- FTA Capital and Operating – Sections 5307, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339
- Better Utilizing Investments to Leverage Development (BUILD) grants
- Highway Safety Improvement Program
- Infrastructure for Rebuilding America (INFRA) grants
- National Highway Performance Program
- Surface Transportation Block Grant Program
- Transportation Alternatives Program

The BRTB endorsement of the TIP is a DOT requirement and is an opportunity for the BRTB to support or oppose proposed

projects in the above program categories.⁸ Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

⁸ Endorsement of projects for planning or engineering does not imply any commitment of funds for later phases (right-of-way acquisition, construction).

IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a four year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2022, 2023, 2024, and 2025. The full project listing is contained in Chapter VI. A project index is included at the end of the document.

Projects in Chapter VI are listed first by sponsoring agency - Baltimore City and the six counties in alphabetical order, the MDOT Office of the Secretary, and the MDOT modal administrations, included as the Maryland Transportation Authority (MDTA), the Maryland Port Administration (MPA), MTA – Transit, MTA – Commuter Rail, and the State Highway Administration (MDOT SHA). Projects implemented by MDOT SHA are broken down further by county in alphabetical order. While a portion of Queen Anne’s County is now a part of the Baltimore urbanized area, there are no local projects for Queen Anne’s County in the 2022-2025 TIP.

Within these groups, projects are listed by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway

preservation, transit capacity, transit preservation, ports and miscellaneous.

The project numbers (TIP ID) printed below each project name show the project’s location and type according to the following codes: **AB-CCCC-DD**, where:

- A** Implementing Agency
 - 0 - Other State Agencies
 - 1 - Local Project
 - 2 - Maryland Transportation Authority
 - 3 - Maryland Port Administration
 - 4 - Maryland Transit Administration (Transit)
 - 5 - Maryland Aviation Administration
 - 6 - State Highway Administration
 - 7 - Maryland Transit Administration (Commuter Rail)
 - 8 - Baltimore Metropolitan Council
 - 9 - Office of the Secretary

- B** Location / Jurisdiction selected
 - 0 - Regional
 - 1 - Anne Arundel County
 - 2 - Baltimore City
 - 3 - Baltimore County
 - 4 - Carroll County
 - 5 - Harford County
 - 6 - Howard County
 - 7 - Queen Anne’s County
 - 8 - City of Annapolis

CCCC The first two digits display the fiscal year the project first appeared in the TIP; the last two digits are a unique count of the number of projects for that agency, jurisdiction, and fiscal year.

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

- 01 - Ridesharing
- 02 - Park-and-ride lots
- 03 - Bicycle/pedestrian facilities
- 04 - Traffic engineering
- 05 - Fleet improvement
- 06 - System expansion
- 07 - ITS
- 09 - Other (ERS)

HIGHWAY PRESERVATION

- 11 - Road resurfacing/rehabilitation
- 12 - Road reconstruction
- 13 - Bridge repair/deck replacement
- 14 - Bridge inspections
- 19 - Other

ENHANCEMENT PROGRAM

- 21 - Archaeology
- 22 - Acquisition/preservation of easements or sites
- 23 - Rehabilitation/operation of historic transportation structures/facilities
- 24 - Landscaping
- 25 - Bicycle/pedestrian facility
- 29 - Other

ENVIRONMENTAL/SAFETY

- 31 - Noise barriers
- 32 - Lighting, signs
- 33 - Wetland mitigation
- 34 - Scenic beautification, reforestation
- 38 - Environmental other
- 39 - Safety other

HIGHWAY CAPACITY

- 41 - Roadway widening
- 42 - New or extended roadways
- 43 - Bridge widening
- 44 - New bridge/elimination of at-grade crossing
- 45 - Interchange ramp added or widened
- 46 - New interchange

COMMUTER RAIL CAPACITY

- 57 - Commuter rail capacity expansion

COMMUTER RAIL PRESERVATION

- 51 - Operating assistance
- 52 - Operations support equipment
- 53 - Fleet improvement
- 54 - Preservation and improvements
- 55 - Rehabilitation of facilities
- 56 - New rail facilities
- 59 - Other

TRANSIT CAPACITY

- 67 - Transit capacity expansion

TRANSIT PRESERVATION

- 61 - Operating assistance
- 62 - Operations support equipment
- 63 - Fleet improvement
- 64 - Preservation and improvements
- 65 - Rehabilitation
- 66 - New bus facilities
- 69 - Other

AIRPORTS

- 71 - Facility maintenance
- 72 - Facility rehabilitation
- 73 - Facility expansion
- 79 - Other

PORTS

- 81 - Facility maintenance
- 82 - Facility rehabilitation
- 83 - Facility expansion
- 89 - Other

MISCELLANEOUS

- 99 - Miscellaneous

Conformity Status reflects one of two classifications: Exempt (for projects which are exempt from the requirement to determine conformity) or Not Exempt (for capacity type projects evaluated using the travel demand model or evaluated off-model) in accordance with meeting the Clean Air Act Amendments. Wherever possible, local Capital Improvement

Program (**CIP**) or state Consolidated Transportation Program (**CTP**) page numbers are provided to assist in finding projects in their respective capital improvement or development programs.

Year of Operation indicates the calendar year the facility or service will be open to traffic or for public use. For road and bridge projects, the **Functional Class** of the existing facility as specified by the FHWA functional classification system is given. Functional classes are:

- Interstate
- Freeway
- Principal arterial
- Minor arterial
- Collectors, major or minor
- Local

The **Physical Data** line, which pertains to road and bridge projects, indicates the project length in **Miles** and the present/future number of **Lanes**. The **Estimated Total Cost** lists the entire cost of the project. This is useful as projects in the TIP are often long-term phased projects that began before or extend beyond the four fiscal years covered by the TIP.

Also included for road projects is an indication if the project is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 164,000 miles and includes the Interstate Highway System, as well as other roads important to the nation's economy, defense and mobility.

As called for in the Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 1104 expanded the NHS to include urban and rural principal arterials that were not included in the NHS before October 1, 2012.

The project **Description** and **Justification** provide a detailed project scope and reason(s) that the project deserves funding

over others. The **Connection to Long-Range Transportation Planning Goals** connects TIP projects to the long-range plan goals and strategies that the project helps the region to achieve.

Funding Source indicates the source of federal aid. Project funding source(s) are designated in the funding table on the second page of the project summary. Funding sources are abbreviated as follows:

Federal Highway Administration Funds:

- 1702 Section 1702 High Priority Project
- BUILD Better Utilizing Investment to Leverage Development Grants
- CMAQ Congestion Mitigation and Air Quality
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Grants
- NHPP National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-system))
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (including Safe Routes to School)

Federal Transit Administration Funds:

- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 5307F Section 5307 Flex (STBG funds flexed to Section 5307)

- 5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 (State Safety Oversight)
- 5337 Section 5337 (State of Good Repair Formula Program)
- 5339F Section 5339 (Bus and Bus Facilities Formula Program)
- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

Project costs in the funding tables represent anticipated funding requests during a particular year by project phase. **All figures are in thousands of dollars.** The abbreviations in the **Phase** column stand for the following:

- PL – Planning: Initial phase of project development where the need and feasibility of a project is documented and scoping is broad and involves the public.
- ENG – Engineering: Engineering projects include preliminary and final design. Engineering funds involving detailed environmental studies and engineering to obtain NEPA are under preliminary design. Design activities following preliminary design involve the preparation of final construction plans and are under final design.

- ROW – Right-of-Way: Funding to provide the necessary land for the project, or to protect corridors for future projects.
- CON – Construction: Funding to build the designed facility.
- OTH – Other⁹: This funding may include permits, inspections, utility costs, and other non-infrastructure costs or in the case of transit, the purchase of capital equipment.

The **Matching Funds** column indicates the state and/or local funds programmed to match the federal funding requested for that fiscal year. In all but a few cases, matching funds are provided by the agency or jurisdiction under which the project is listed.

⁹ The 2022-2025 TIP includes \$287.3 million for the Other phase including:

- MDOT MTA projects including bus and rail preventive maintenance, section 5310 grants, ridesharing, funding for LOTS agencies, and state safety oversight of light rail and metro (\$236.8 million or 82.4% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases (\$36 million or 12.5% of total)
- Permits, inspection fees, and local bridge inspection programs (\$13.6 million or 4.7% of total)
- Non-infrastructure funds for project delivery services and research (\$.9 million or .3% of total)

V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2022 through FY 2025).

Further, the 2022-2025 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan (LRTP), and the 2022-2025 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MDOT MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP

reflect year of expenditure dollars, based on reasonable financial principles and information as described here.

The Maryland Department of Transportation (MDOT)'s 2021 - 2026 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP originate from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law and requires the Transportation Secretary to visit with and present the draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

The draft CTP becomes the basis for development of the metropolitan TIP. The state and federal financial forecast that supports the TIP is based on a six-year Financial Plan

developed by MDOT that is updated semi-annually. The forecasted revenues and expenditures use the latest available economic estimates.

The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the LRTP. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP also establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

Sections V.A through V.D discuss state and federal revenue sources and projections as well as general uses for those funds. Section V.E fulfills the FTA requirement to assess the financial capacity of applicants for certain FTA fund sources. Section V.F summarizes TIP funding in FY 2022 and for FY 2022-2025. It includes:

- A summary of FY 2022 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2022 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2022-2025 TIP by fiscal year, sponsoring agency, project category, phase, and fund source.

Further funding information can be found in Chapter VI and Appendix B. Chapter VI includes information on each project, including tables detailing programmed funds by source, year, and project phase. Appendix B includes letters that document availability of matching funds from project sponsors.

A. Revenue Projections

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources which provide funding enabling MDOT to address important capital and operating needs including congestion relief, safety improvements, transit availability, and maintaining the competitiveness of the Port of Baltimore and BWI Marshall Airport.

The economic challenges and uncertainty surrounding the COVID-19 global pandemic have affected virtually all MDOT operations and revenues. At the depth of the decline, traffic on Maryland roadways, ridership across all MDOT MTA services and passenger traffic at BWI Marshall Airport were all severely down. In response, MDOT has reduced its revenue projections. Estimated State revenues for the FY 2021 – FY 2026 CTP are \$1.4 billion less than the estimates for the previous CTP.

Total projected revenues amount to \$29.7 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal

funds that will be used for operating, capital and debt payment expenses. Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year. This transition was previously planned to occur in FY 2021 and is delayed to FY 2024 due to the financial impacts of COVID-19.
- **Motor Fuel Tax:** This revenue is projected to be \$6.7 billion over the six-year period. As of July 1, 2020, the motor fuel tax rates were 36.3 cents per gallon gasoline and 37.05 cents per gallon diesel fuel, which is a 0.4 cents per gallon decline from the previous tax rate. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.5 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2020 is 9.6 cents per gallon. The rate is estimated to average 9.5 cents per gallon over the program period. This revenue estimate is down \$600 million from the previous CTP due to the impacts of COVID-19.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.7 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. Over the six-year planning period, vehicle sales, which have declined due to the current global pandemic, are projected to recover and to follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle. Although the timing of revenues from this source have been delayed due to MDOT MVA branch closures and later re-opening at reduced operations, the overall revenue estimate remains the same over the six-year period.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.4 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.

- **Federal Aid:** This source is projected to contribute \$6.8 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; only \$645 million is for operating assistance.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$826 million from MDOT MTA, \$295 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Infrastructure Investment Act of 2013. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. This revenue estimate is down \$500 million from the previous CTP due to the impacts of COVID-19

- **Bond Proceeds:** MDOT projects that \$1.9 billion of Consolidated Transportation 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 and is down \$400

million from the previous CTP due to the revenue declines from COVID-19. This level of bonds is affordable within the financial parameters used by MDOT.

- Other Sources: The remaining sources are projected to provide \$611 million. These sources include General Fund revenues, county contributions to MDOT projects, earned interest from trust funds, reimbursements, and miscellaneous revenues.

B. Federal Aid Assumptions

The Fixing America's Surface Transportation (FAST) Act, which provides vital federal funding for highway, transit and other multimodal projects, has been extended through September 30, 2021. MDOT includes the Congressional appropriation of FAST Act authorized amounts for FFY 2021 in this CTP and assumes a reauthorization will occur at the current levels through FFY 2026. Federal aid represents 22 percent of the total funding in Maryland's Transportation Trust Fund (TTF).

Federal Highway 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.

MDOT allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$658 million in highway formula funding and \$201 million in

transit formula funding in FFY 2021 for MDOT projects. FY 2021 Appropriations and COVID Relief legislation signed in December 2020 also includes a \$2 billion General Fund supplement for highways. Maryland will receive approximately \$11 million of this supplement for bridge replacement and rehabilitation and \$10 million for Surface Transportation Block Grant (STBG) program eligible projects. The COVID relief portion of this legislation provides \$10 billion to State DOTs. Maryland's share of this funding is approximately \$150 million.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA levels in FFY 2019 and FFY 2020 were 90.1 and 90.6 percent, respectively. Given that Congress has passed a long-term bill with inflation built in, MDOT assumes an OA level of 90.0 percent for FFY 2022 through FFY 2027.

C. 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 the Baltimore-Washington International (BWI) Thurgood Marshall Airport.

In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These funds must be authorized by a congressional act. Congress enacted federal surface transportation authorizing legislation, known as the FAST Act, in December 2015. The FAST Act provided investment in transportation infrastructure through FFY 2020 and congress has extended funding through FFY 2021.

Revenue estimates are significantly down across all funding sources, which required MDOT to defer certain projects in the FY 2021-2026 CTP. Total projected Trust Fund revenues amount to \$29.7 billion for the six-year period. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants, and Public-Private Partnerships.

D. Where The Money Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. Funding is also provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes towards funding capital projects.

E. Documentation of Financial Capacity for Transit Activities

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MDOT MTA headings in Chapter VI. Documentation of local match for transit projects is provided in Appendix B.

The MDOT Maryland Transit Administration

The MDOT MTA derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, registration fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital expenditures are financed from net revenues of the

Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

City of Annapolis

Matching funds for the City's transit projects are provided by the City and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund. Local funds are dedicated in the County Office of Economic Development budget.

Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate matching funds in the form of bonds and local revenues are available to match TIP projects.

F. FY 2022 Federal-Aid Annual Element Listing and TIP Funding Summary

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2022 is provided in Table 2. This list brings together information found in Chapter VI, the chapter containing individual project listings for each sponsoring agency. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2022 columns.

Table 1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2022 Annual Element and federal funds available by fund source. It shows that FY 2022 federal fund requests do not exceed federal funds anticipated to be available in FY 2022. MDOT provided FY 2022 federal fund apportionment figures for the Baltimore region. In doing so, MDOT assumed that federal funding levels would increase by the same amount as in previous years. These figures also assume that Baltimore City receives 5.5% of the State's share of federal funds, with the Baltimore region receiving 40.3% of the remaining 94.5% of federal funds for the State.

Table 2 shows the projects in the FY 2022 Annual Element, the source of funds, the federal funds requested and the matching

funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2022 through FY 2025 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2022-2025 TIP. Exhibit 1 compares the total amount programmed in the 2019-2022, 2020-2023, 2021-2024 and 2022-2025 TIP documents. Exhibit 2 displays 2022-2025 TIP funding by fiscal year. Exhibit 3 summarizes federal and matching funds in the 2022-2025 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2022-2025 TIP by project category. Exhibit 6 displays the share of FY 2022 funds by project phase while Exhibit 7 shows FY 2022 federal fund requests by funding source.

Table 1: Annual Element (Funding in Thousands)

Summary of the FY 2022 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	1702	5307C	5307F	5307O	5310	5311O	5329	5337	5339F	BUILD
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail								\$30,442		
MTA - Transit		\$134,900	\$2,384	\$2,440	\$3,370	\$238		\$22,808	\$7,758	
Maryland Port Administration										\$688
Office of the Secretary							\$400			
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Queen Anne's County	\$73									
SHA - Regional										
Total Programmed	\$73	\$134,900	\$2,384	\$2,440	\$3,370	\$238	\$400	\$53,250	\$7,758	\$688
FY 2022 Appropriation*							\$400	\$30,442		
Previous Funds Still Available*	\$73	\$134,900	\$2,384	\$2,440	\$3,370	\$238		\$22,808	\$7,758	\$688
MDOTs Total Federal Apportionment for the Baltimore Region*	\$73	\$134,900	\$2,384	\$2,440	\$3,370	\$238	\$400	\$53,250	\$7,758	\$688

- 1702 Section 1702 High Priority Project
- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 5307F Section 5307 Flex (STBG funds flexed to Section 5307)
- 5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 State Safety Oversight
- 5337 Section 5337 State of Good Repair Formula Program
- 5339F Section 5339 Bus and Bus Facilities Formula Program
- BUILD Better Utilizing Investments to Leverage Development Discretionary Grant Program

*Figures provided by MDOT

Summary of the FY 2022 Federal-Aid Annual Element (continued)

Sponsoring Agency	CMAQ	FRA	HSIP	INFRA	NHPPC	Other	STBG	TAC	Total
Anne Arundel County							\$8,963		\$8,963
Baltimore City					\$1,560		\$65,239		\$66,799
Baltimore County									\$0
Carroll County							\$5,298		\$5,298
Harford County							\$5,220		\$5,220
Howard County							\$2,906		\$2,906
MTA - Commuter Rail									\$30,442
MTA - Transit	\$43,918								\$217,816
Maryland Port Administration				\$33,500					\$34,188
Office of the Secretary		\$2,878							\$3,278
SHA - Anne Arundel County					\$228		\$4,914		\$5,142
SHA - Baltimore County					\$92,965		\$7,215		\$100,180
SHA - Carroll County							\$33		\$33
SHA - Harford County					\$501		\$675		\$1,176
SHA - Howard County					\$27,209				\$27,209
SHA - Queen Anne's									\$73
SHA - Regional	\$4,100		\$23,080		\$91,976	\$45	\$118,580	\$5,720	\$243,501
Total Programmed	\$48,018	\$2,878	\$23,080	\$33,500	\$214,439	\$45	\$219,043	\$5,720	\$752,224
FY 2022 Appropriation*	\$51,499		\$13,854		\$131,133		\$103,148	\$4,031	\$334,507
Previous Funds Still Available*	\$231	\$2,878	\$29,866	\$33,500	\$101,792	\$45	\$116,794	\$13,882	\$473,647
MDOTs Total Federal Apportionment for the Baltimore Region*	\$51,730	\$2,878	\$43,720	\$33,500	\$232,925	\$45	\$219,942	\$17,913	\$808,154

CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

FRA Federal Railroad Administration

HSIP Highway Safety Improvement Program

INFRA Infrastructure for Rebuilding America Discretionary Grant Program

NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Other Other (includes National Summer Transportation Institute Program)

STBG Surface Transportation Block Grant Program

TAC Transportation Alternatives (including Safe Routes to School) – subset of STBG

*Figures provided by MDOT

Summary of the FY 2023 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5311O	5329	5337	5339F	BUILD	CMAQ
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$3,192				\$32,844			
MTA - Transit	\$76,849	\$2,440	\$238		\$23,264	\$5,639		\$43,917
Maryland Port Administration							\$3,480	
Office of the Secretary				\$400				
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,960
Total Programmed	\$80,041	\$2,440	\$238	\$400	\$56,108	\$5,639	\$3,480	\$47,877

Summary of the FY 2023 Federal-Aid Annual Element (continued)

Sponsoring Agency	HSIP	INFRA	NHPPC	Other	STBG	TAC	Total
Anne Arundel County					\$1,163		\$1,163
Baltimore City			\$11,296		\$16,821		\$28,117
Baltimore County					\$16,180		\$16,180
Carroll County							\$0
Harford County					\$3,520		\$3,520
Howard County					\$5,869		\$5,869
MTA - Commuter Rail							\$36,036
MTA - Transit							\$152,347
Maryland Port Administration		\$33,000					\$36,480
Office of the Secretary							\$400
SHA - Anne Arundel County			\$228		\$11,496		\$11,724
SHA - Baltimore County			\$70,152		\$6,183		\$76,335
SHA - Carroll County							\$0
SHA - Harford County			\$1,273		\$63		\$1,336
SHA - Howard County			\$794				\$794
SHA - Regional	\$22,880		\$91,696	\$45	\$117,360	\$5,720	\$241,661
Total Programmed	\$22,880	\$33,000	\$175,439	\$45	\$178,655	\$5,720	\$611,962

Summary of the FY 2024 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$2,899					\$24,612		
MTA - Transit	\$77,591	\$2,440	\$3,370	\$238		\$23,729	\$5,747	
Maryland Port Administration								\$3,390
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
Total Programmed	\$80,490	\$2,440	\$3,370	\$238	\$400	\$48,341	\$5,747	\$3,390

Summary of the FY 2024 Federal-Aid Annual Element (continued)

Sponsoring Agency	CMAQ	HSIP	INFRA	NHPPC	STBG	TAC	Total
Anne Arundel County							\$0
Baltimore City				\$18,840	\$36,900		\$55,740
Baltimore County					\$5,784		\$5,784
Carroll County					\$1,109		\$1,109
Harford County					\$10,220		\$10,220
Howard County							\$0
MTA - Commuter Rail							\$27,511
MTA - Transit	\$43,918						\$157,033
Maryland Port Administration			\$31,500				\$34,890
Office of the Secretary							\$400
SHA - Anne Arundel County				\$109	\$13,285		\$13,394
SHA - Baltimore County				\$74,213	\$2,725		\$76,938
SHA - Carroll County							\$0
SHA - Harford County				\$4,138			\$4,138
SHA - Howard County							\$0
SHA - Regional	\$3,760	\$14,480		\$63,836	\$92,240	\$5,720	\$180,036
Total Programmed	\$47,678	\$14,480	\$31,500	\$161,136	\$162,263	\$5,720	\$567,193

Summary of the FY 2025 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5311O	5329	5337	5339F	BUILD
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$3,734				\$22,522		
MTA - Transit	\$78,081	\$2,440	\$238		\$21,838	\$5,855	
Maryland Port Administration							\$2,220
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							
Total Programmed	\$81,815	\$2,440	\$238	\$400	\$44,360	\$5,855	\$2,220

Summary of the FY 2025 Federal-Aid Annual Element (continued)

Sponsoring Agency	CMAQ	HSIP	INFRA	NHPPC	STBG	TAC	Total
Anne Arundel County							\$0
Baltimore City					\$23,984		\$23,984
Baltimore County					\$4,080		\$4,080
Carroll County					\$3,846		\$3,846
Harford County					\$4,820		\$4,820
Howard County							\$0
MTA - Commuter Rail							\$26,256
MTA - Transit	\$43,918						\$152,370
Maryland Port Administration			\$30,000				\$32,220
Office of the Secretary							\$400
SHA - Anne Arundel County					\$18,041		\$18,041
SHA - Baltimore County				\$65,379			\$65,379
SHA - Carroll County							\$0
SHA - Harford County				\$5,141			\$5,141
SHA - Howard County							\$0
SHA - Regional	\$3,760	\$14,480		\$63,836	\$92,240	\$5,720	\$180,036
Total Programmed	\$47,678	\$14,480	\$30,000	\$134,356	\$147,011	\$5,720	\$516,573



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Anne Arundel County - Anne Arundel County					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STBG	505	126
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	2,035	1,257
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	2,730	1,502
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	700	479
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STBG	120	68
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	80	85
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	10,600
Parole Transportation Center	11-2101-66	New bus facilities	Other	0	3,448
MD 2: US 50 to Baltimore Annapolis Boulevard	11-2102-41	Roadway widening	Other	0	1,256
MD 3: Saint Stephens Church Road to MD 175	11-2103-41	Roadway widening	Other	0	1,269
MD 214: MD 468 to east of Loch Haven Road	11-2104-41	Roadway widening	Other	0	773
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	565	142
Conway Road Bridge over Little Patuxent River	11-2106-13	Bridge repair/deck replacement	STBG	1,500	375
Jacobs Road Bridge over Severn Run	11-2107-13	Bridge repair/deck replacement	STBG	728	182
Subtotal				8,963	21,562
Baltimore City - Baltimore City					
Perring Parkway Ramp over Herring Run	12-1215-13	Bridge repair/deck replacement	STBG	8,000	2,000
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	13,680	3,420
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	STBG	11,040	2,760
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	760	190
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	7,200	1,800
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	960	240
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,200
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	4,800	1,200
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	500	125
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	320	80
Citywide Asset Management	12-2003-19	Other	STBG	384	816
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	240	60
Hanover Street Over CSX	12-2008-13	Bridge repair/deck replacement	STBG	735	185
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	NHPPC	320	80
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	480	120
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	Road resurfacing/rehabilitation	NHPPC	280	70
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	NHPPC	200	50
Citywide Transportation Studies	12-2014-99	Miscellaneous	STBG	800	200
Harford Road Bridge Over CSX	12-2106-13	Bridge repair/deck replacement	STBG	9,000	3,500
East-West Bus Corridor	12-2201-64	Preservation and improvements	STBG	800	200
Subtotal				66,799	24,296



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Baltimore County - Baltimore County					
Subtotal				0	0
Carroll County - Carroll County					
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	Bridge repair/deck replacement	STBG	2,993	748
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STBG	440	110
Babylon Road Bridge over Silver Run	14-1601-13	Bridge repair/deck replacement	STBG	320	80
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STBG	440	110
Hughes Shop Road Bridge over Bear Branch	14-1802-13	Bridge repair/deck replacement	STBG	440	110
Bridge Inspection Program	14-9401-14	Bridge inspections	STBG	665	0
Subtotal				5,298	1,158
Harford County - Harford County					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	400	100
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STBG	2,200	600
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	0	50
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	Bridge repair/deck replacement	STBG	320	130
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	Bridge repair/deck replacement	STBG	0	50
Madonna Road Bridge #113 over Deer Creek	15-2101-13	Bridge repair/deck replacement	STBG	400	150
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	Bridge repair/deck replacement	STBG	400	100



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	1,500	0
Subtotal				5,220	1,180
Howard County - Howard County					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	2,906	3,214
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	0
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	12,825
Subtotal				2,906	16,039
Maryland Port Administration - Baltimore City					
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	Facility expansion	BUILD	688	2,751
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	33,500	81,500
Subtotal				34,188	84,251
Maryland Port Administration - Regional					
Subtotal				0	0
Maryland Transportation Authority - Baltimore City					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	800
Subtotal				0	800
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	190,656



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	494
Subtotal				0	191,150
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	1,200	300
MARC Improvements	70-1502-54	Preservation and improvements	5337	9,183	2,296
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	20,059	5,015
Subtotal				30,442	7,611
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	6,052	1,513
			5339F	2,076	519
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,296	4,074
			5337	22,808	5,702
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	3,370	1,310
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	1,376	344
			5339F	148	37
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	2,114	2,114
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	15,714	3,929
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	9,756	2,439



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5339F	3,166	792
			CMAQ	35,672	8,918
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	47,648	11,912
			CMAQ	7,578	1,895
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	37,938	9,485
MDOT MTA Transportation Alternatives Program Grants	40-2104-29	Other	5307F	2,384	596
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Rural Transit Systems - Capital Assistance	40-9501-05	Fleet improvement	5339F	195	49
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	120	30
			5339F	2,173	543
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
Subtotal				217,816	56,765
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	2,878	719
Subtotal				3,278	919
SHA - Anne Arundel County					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	Other	0	510
			STBG	4,914	631



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	228	0
Subtotal				5,142	1,141
SHA - Baltimore County					
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	6,626	4,779
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	2,610	135
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	7,700	62
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	5,928	419
			Other	0	742
MD 45: Padonia Road to Wight Avenue	63-1707-11	Road resurfacing/rehabilitation	NHPPC	194	49
			Other	0	2,156
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	Other	0	100
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	66,606	2,783
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	7,215	1,685
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	2,851	507
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	450	50
Subtotal				100,180	13,467
SHA - Carroll County					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	STBG	33	9
Subtotal				33	9



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Harford County					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	675	75
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	501	126
Subtotal				1,176	201
SHA - Howard County					
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	27,209	915
Subtotal				27,209	915
SHA - Queen Anne's County					
MD 835C Sidewalk: Cockey Lane to Old Love Point Road	67-2101-03	Bicycle/pedestrian facilities	1702	73	4
Subtotal				73	4
SHA - Regional					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	26,240	6,560
			STBG	24,960	6,240
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,280	1,070
			NHPPC	46,240	11,560
			STBG	35,120	8,780
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,560	390



Transportation Improvement Program - FY 2022-2025

Table 6: FY 2022 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	NHPPC	3,960	990
			STBG	16,460	4,115
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	640	160
			NHPPC	1,880	470
			STBG	20,680	5,170
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,540	635
			HSIP	18,160	4,540
			NHPPC	13,600	3,400
			STBG	18,400	4,600
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	2,960	740
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	5,720	1,430
Subtotal				243,501	60,864



Transportation Improvement Program - FY 2022-2025

Table 3. Summary of FY 2022-2025 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2022-2025 Federal Funds Total	FY 2022-2025 Matching Funds Total	Total
Anne Arundel County	\$8,963	\$21,562	\$1,163	\$11,641	\$0	\$0	\$0	\$0	\$10,126	\$33,203	\$43,329
Baltimore City	\$66,799	\$24,296	\$28,117	\$7,030	\$55,740	\$14,435	\$23,984	\$6,716	\$174,640	\$52,477	\$227,117
Baltimore County	\$0	\$0	\$16,180	\$3,570	\$5,784	\$1,446	\$4,080	\$220	\$26,044	\$5,236	\$31,280
Carroll County	\$5,298	\$1,158	\$0	\$0	\$1,109	\$106	\$3,846	\$961	\$10,253	\$2,225	\$12,478
Harford County	\$5,220	\$1,180	\$3,520	\$930	\$10,220	\$2,155	\$4,820	\$780	\$23,780	\$5,045	\$28,825
Howard County	\$2,906	\$16,039	\$5,869	\$15,313	\$0	\$3,000	\$0	\$0	\$8,775	\$34,352	\$43,127
Maryland Port Administration	\$34,188	\$84,251	\$36,480	\$101,310	\$34,890	\$82,550	\$32,220	\$49,420	\$137,778	\$317,531	\$455,309
Maryland Transportation Authority	\$0	\$191,950	\$0	\$215,346	\$0	\$159,526	\$0	\$108,133	\$0	\$674,955	\$674,955
MTA - Commuter Rail	\$30,442	\$7,611	\$36,036	\$9,009	\$27,511	\$6,879	\$26,256	\$6,564	\$120,245	\$30,063	\$150,308
MTA - Transit	\$217,816	\$56,765	\$152,347	\$39,929	\$157,033	\$41,568	\$152,370	\$39,936	\$679,566	\$178,198	\$857,764
Office of the Secretary	\$3,278	\$919	\$400	\$200	\$400	\$200	\$400	\$200	\$4,478	\$1,519	\$5,997
SHA - Anne Arundel County	\$5,142	\$1,141	\$11,724	\$1,429	\$13,394	\$1,084	\$18,041	\$949	\$48,301	\$4,603	\$52,904
SHA - Baltimore County	\$100,180	\$13,467	\$76,335	\$13,565	\$76,938	\$11,258	\$65,379	\$3,441	\$318,832	\$41,731	\$360,563
SHA - Carroll County	\$33	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$33	\$9	\$42
SHA - Harford County	\$1,176	\$201	\$1,336	\$174	\$4,138	\$217	\$5,141	\$270	\$11,791	\$862	\$12,653
SHA - Howard County	\$27,209	\$915	\$794	\$477	\$0	\$0	\$0	\$0	\$28,003	\$1,392	\$29,395
SHA - Queen Anne's County	\$73	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$73	\$4	\$77
SHA - Regional	\$243,501	\$60,864	\$241,661	\$60,404	\$180,036	\$45,009	\$180,036	\$45,009	\$845,234	\$211,286	\$1,056,520
Total	\$752,224	\$482,332	\$611,962	\$480,327	\$567,193	\$369,433	\$516,573	\$262,599	\$2,447,952	\$1,594,691	\$4,042,643



Transportation Improvement Program - FY 2022-2025

Exhibit 1. Comparison of the Total Amount Programmed in the 2019, 2020, 2021 and 2022 TIPs

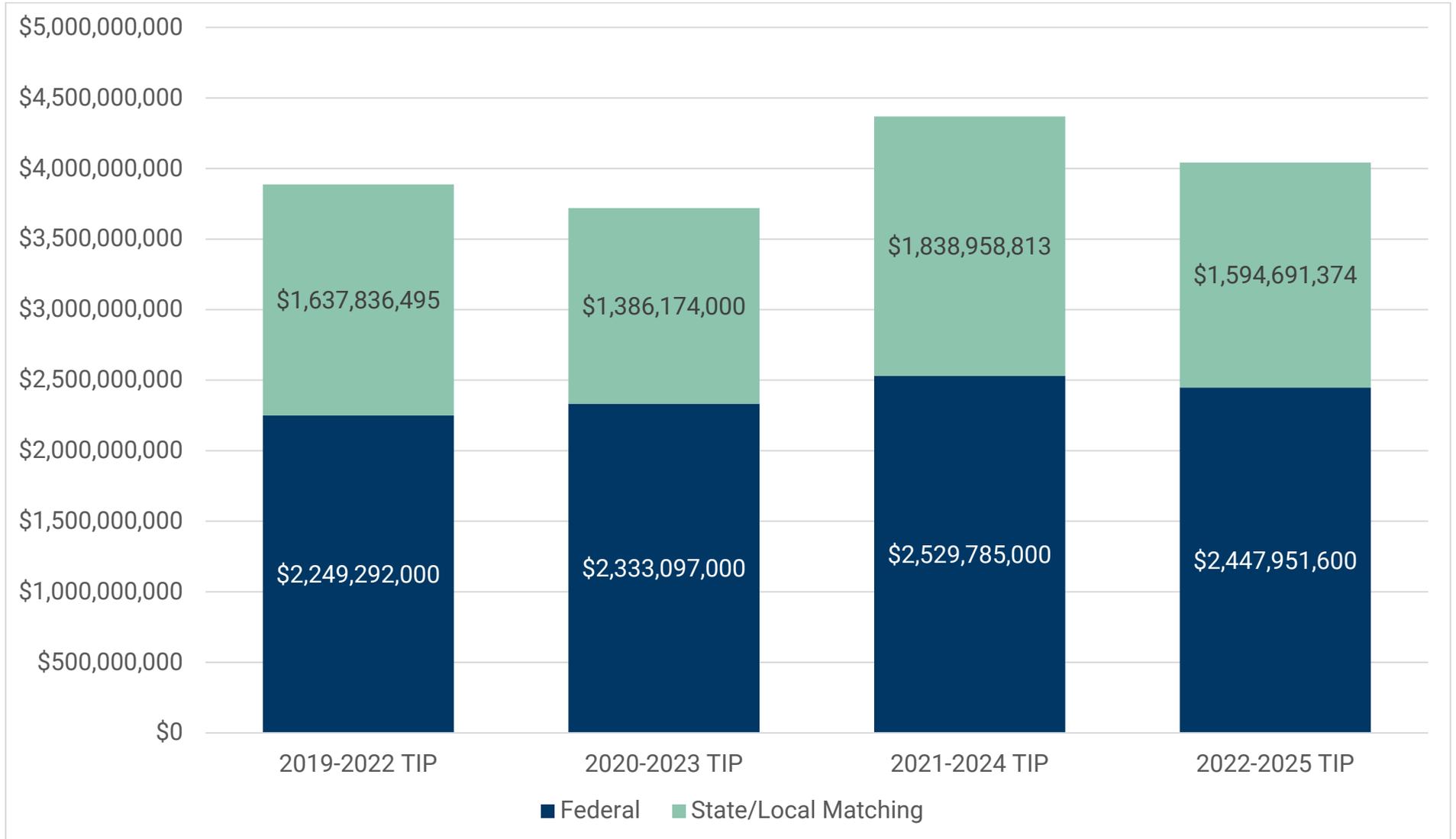


Exhibit 2. FY 2022-2025 TIP Funding by Fiscal Year

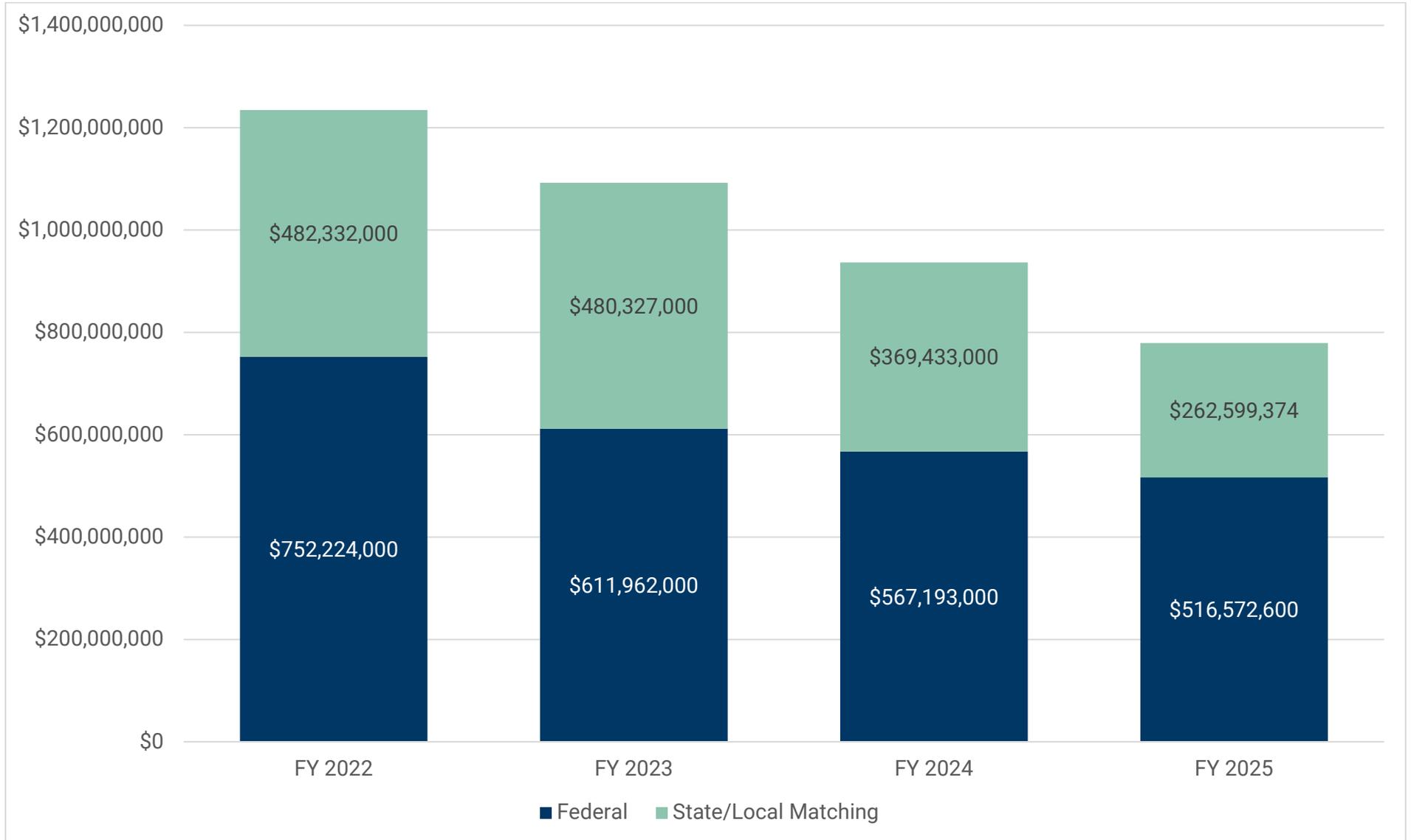
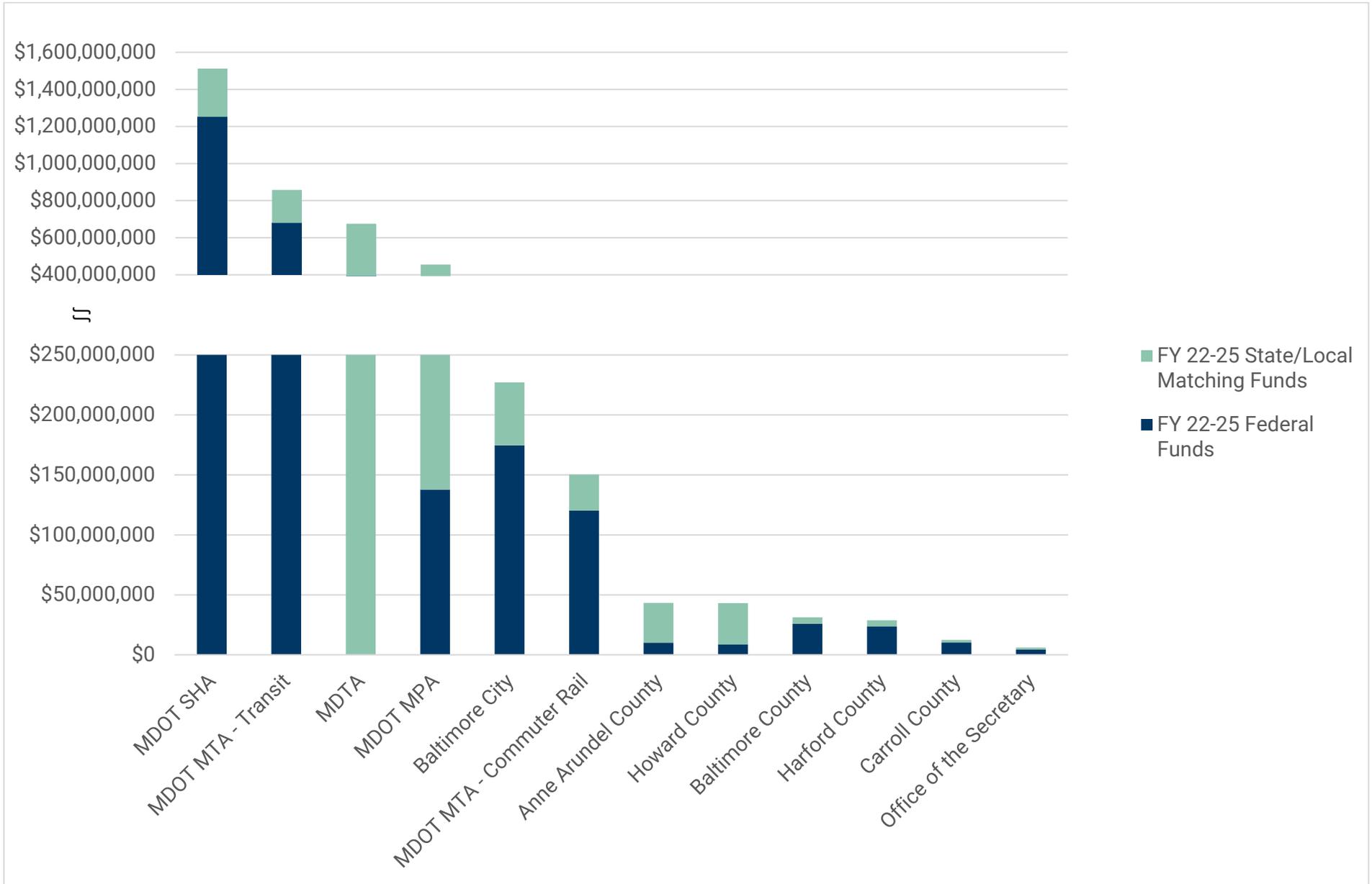


Exhibit 3. FY 2022-2025 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	79
Highway Capacity	13
Transit Preservation	12
Emission Reduction Strategy	10
Miscellaneous	4
Environmental/Safety	3
Commuter Rail Preservation	3
Ports	3
Enhancement Program	2
Transit Capacity	0
Commuter Rail Capacity	0
Total	129

Exhibit 5. Share of FY 2022-2025 TIP Funding by Project Category

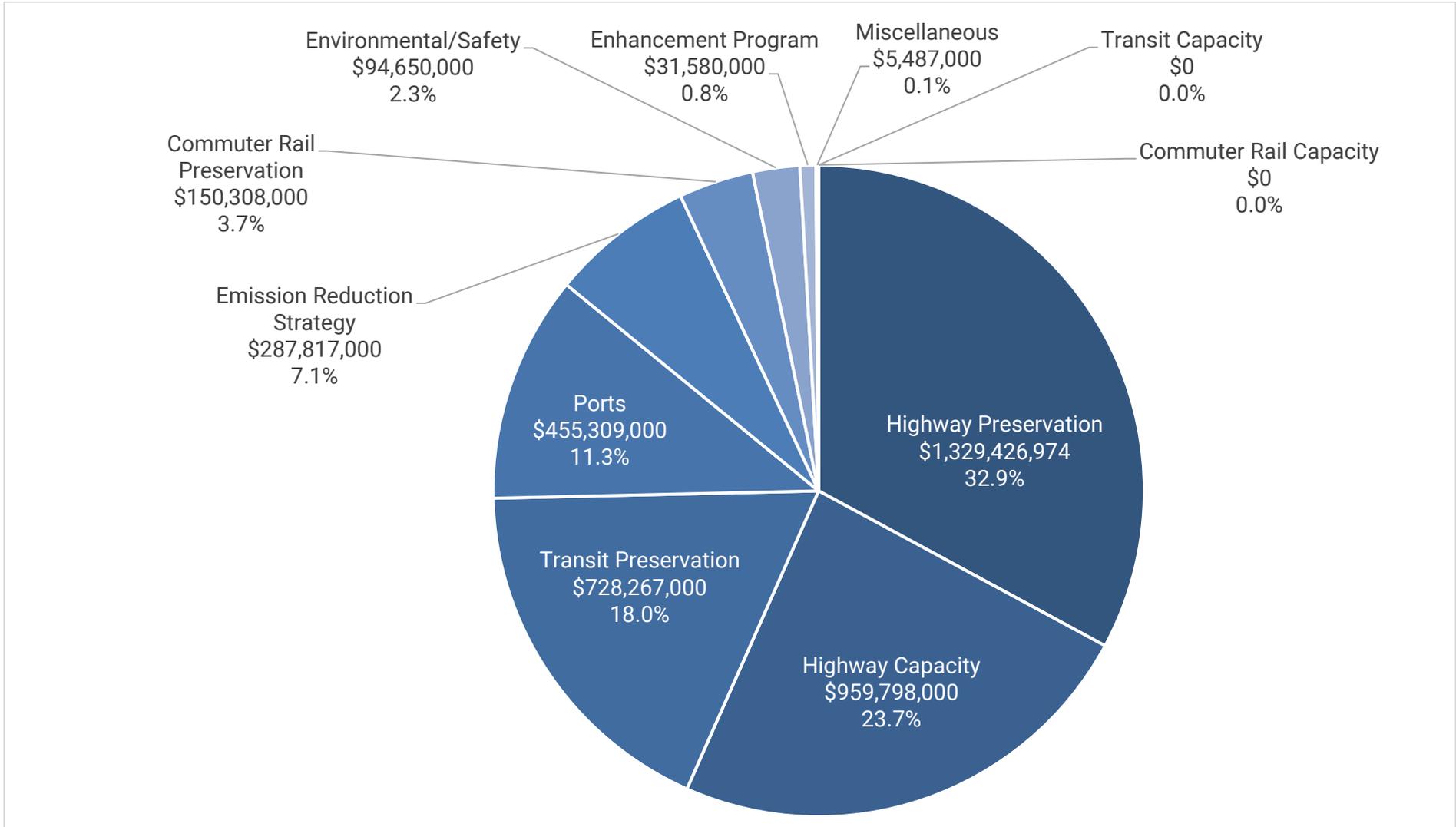
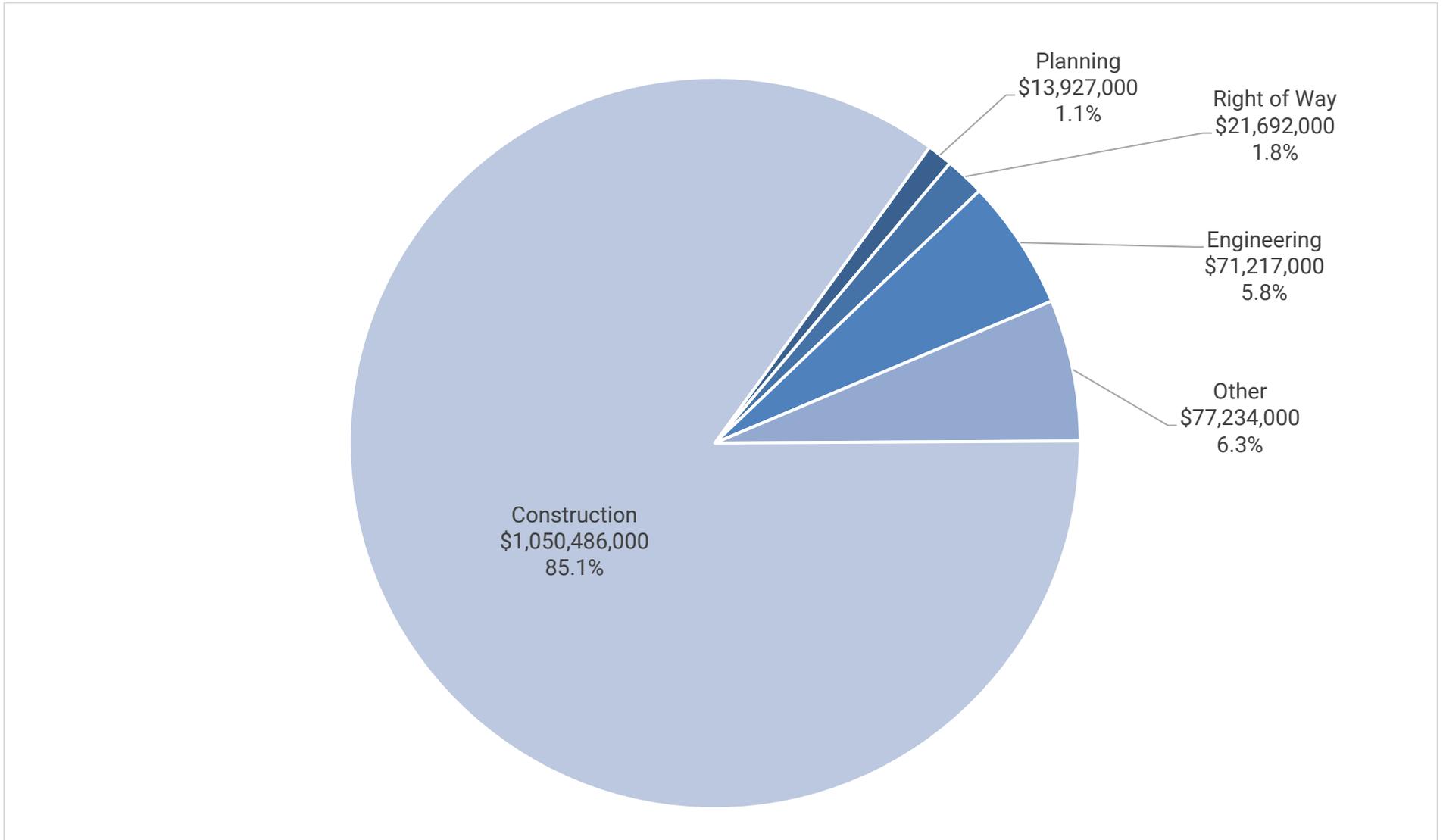
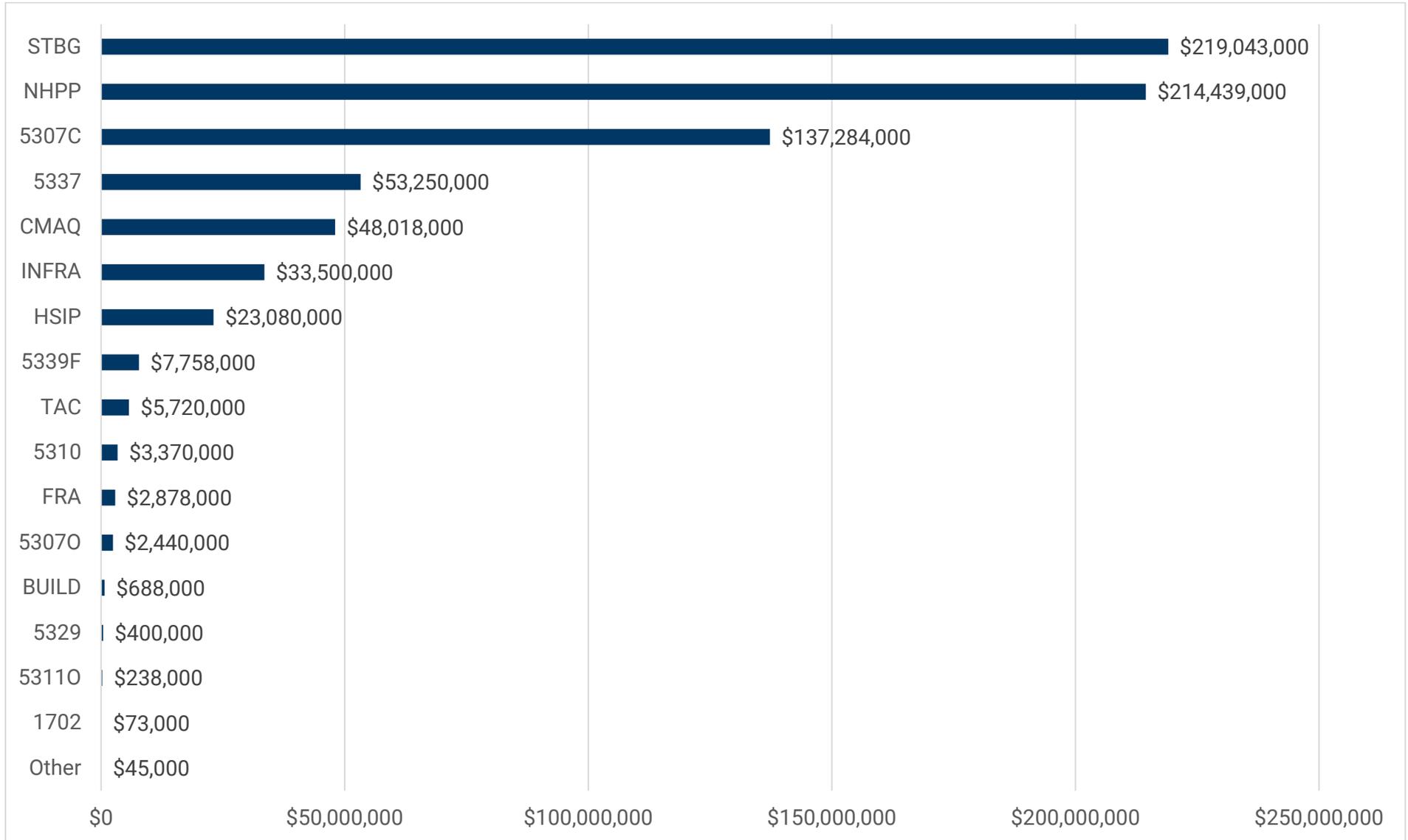


Exhibit 6. Share of FY 2022 TIP Funding by Project Phase





VI. TIP PROJECT INFORMATION

A. Project and Environmental Justice Maps by Jurisdiction

The following maps show the locations of specific TIP projects in relation to Environmental Justice (EJ) TAZs. Each map shows all EJ TAZs, breaking EJ TAZs into those exceeding the regional average for households in poverty (9.9%), those exceeding the regional average for minority concentration (43.5%), and those exceeding both regional averages. Section II.B includes further discussion on EJ and the identification of EJ TAZs.

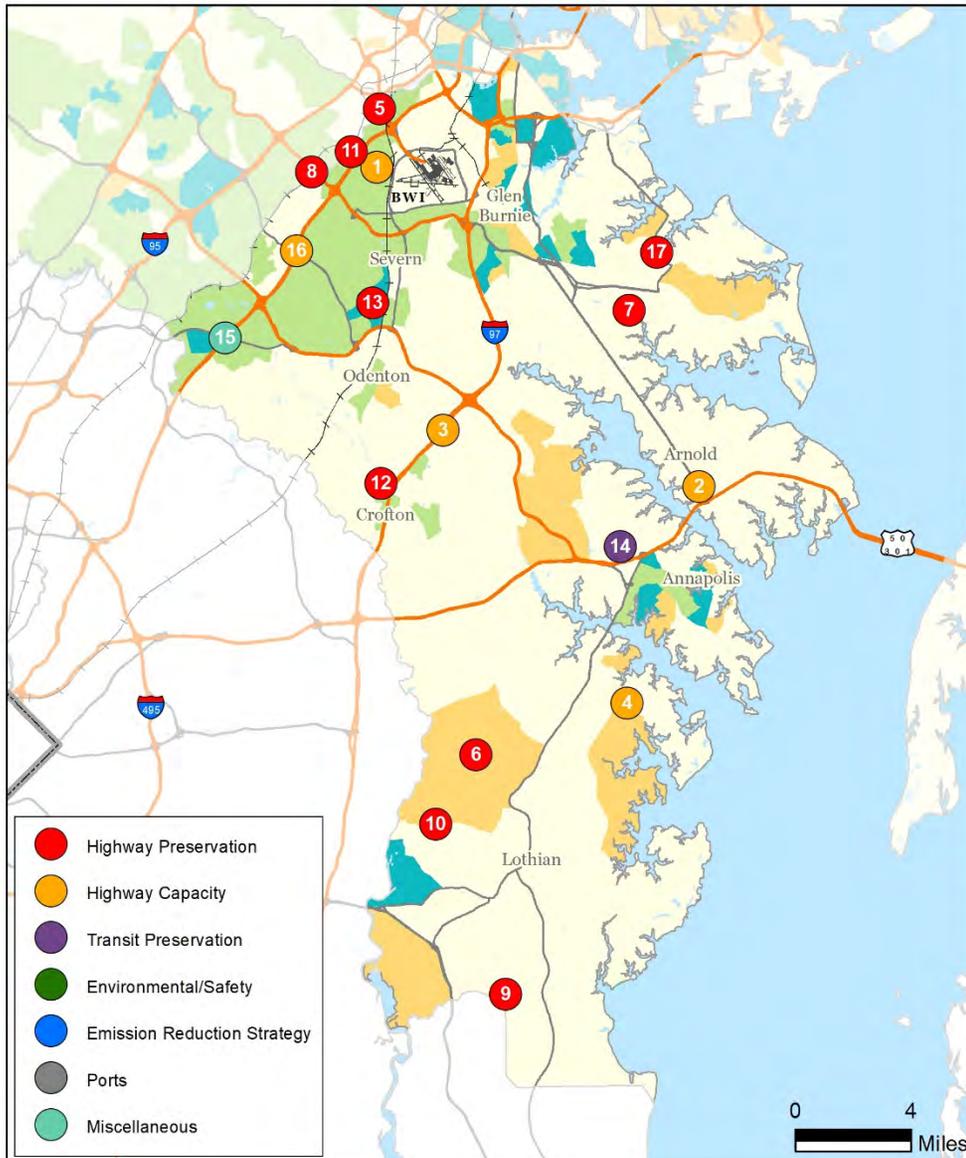
The long-range transportation plan, *Maximize2045*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Maximize2045*, including nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and

proximity to key destinations such as supermarkets and hospitals.¹⁰

The project listings accompanying each map represent the TIP projects that can be shown through mapping techniques. There are numerous projects that cannot be mapped such as bus purchases and operating assistance. For more detailed project information, please refer to the annual element in section V.F or the full project listing following these maps in section VI.B. A project index is included at the end of the document.

¹⁰ Further details on this EJ analysis can be found starting on page 8 of Appendix C in *Maximize2045*: https://baltometro.org/sites/default/files/bmc_documents/general/transportation/long-range/2045/max2045_s12_appxC_evalating-potential-effects.pdf

Anne Arundel County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Anne Arundel County

1	Hanover Road Corridor Improvement	11-1801-42
2	MD 2: US 50 to Baltimore Annapolis Boulevard	11-2102-41
3	MD 3: Saint Stephens Church Road to MD 175	11-2103-41
4	MD 214: MD 468 to east of Loch Haven Road	11-2104-41
5	Furnace Avenue Bridge over Deep Run	11-1103-13
6	Harwood Road Bridge over Stocketts Run	11-1208-13
7	Magothy Bridge Road Bridge over Magothy River	11-1402-13
8	O'Connor Road Bridge over Deep Run	11-1403-13
9	McKendree Road Culvert over Lyons Creek	11-1601-19
10	Polling House Road Bridge over Rock Branch	11-1602-13
11	Hanover Road Bridge over Deep Run	11-2105-13
12	Conway Road Bridge over Little Patuxent River	11-2106-13
13	Jacobs Road Bridge over Severn Run	11-2107-13
14	Parole Transportation Center	11-2101-66

Project Sponsor: MDOT Office of the Secretary

15	Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99
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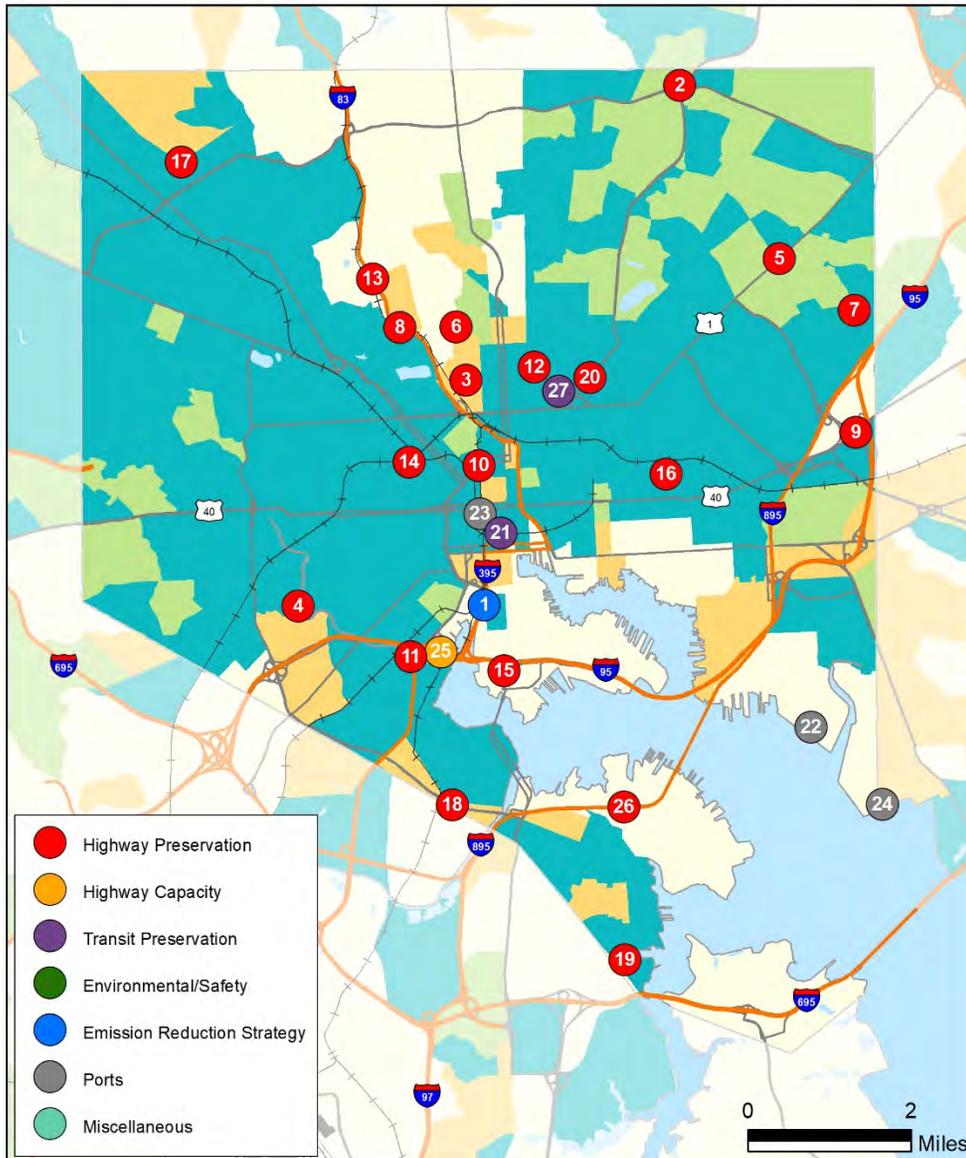
Project Sponsor: MDOT State Highway Administration

16	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41
17	MD 173: Bridge Replacement over Rock Creek	61-2101-13

- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
- Non EJ TAZs: Minority Population & Household Poverty Below Regional Average

Transportation Analysis Zones (2010) show where the population that is non-white or Hispanic is higher than the regional average of 43.5% and where household poverty is higher than the regional average of 9.9% from the 2015-2019 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2020, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Baltimore City Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Baltimore City

1	Greenway Middle Branch Phase 2	12-2102-03
2	Perring Parkway Ramp over Herring Run	12-1215-13
3	Sisson Street Bridge over CSX Railroad	12-1216-13
4	Wilkins Avenue Bridge Over Gwynns Falls	12-1403-13
5	Belair Road Complete Streets	12-1404-11
6	Remington Avenue Bridge over Stony Run	12-1602-13
7	Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13
8	I-83 Concrete Deck Mill and Resurface	12-1604-13
9	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13
10	MLK Boulevard and Howard Street Intersection Improvements	12-1706-11
11	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13
12	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11
13	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13
14	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstrman Street	12-2007-11
15	Hanover Street Over CSX	12-2008-13
16	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11
17	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11
18	Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11
19	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11
20	Harford Road Bridge Over CSX	12-2106-13
21	East-West Bus Corridor	12-2201-64

Project Sponsor: Maryland Port Administration

22	Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83
23	Howard Street Tunnel	32-2101-83
24	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82

Project Sponsor: Maryland Transportation Authority

25	I-95 Fort McHenry Tunnel: Port Covington Access	22-1901-45
26	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project	22-2201-19

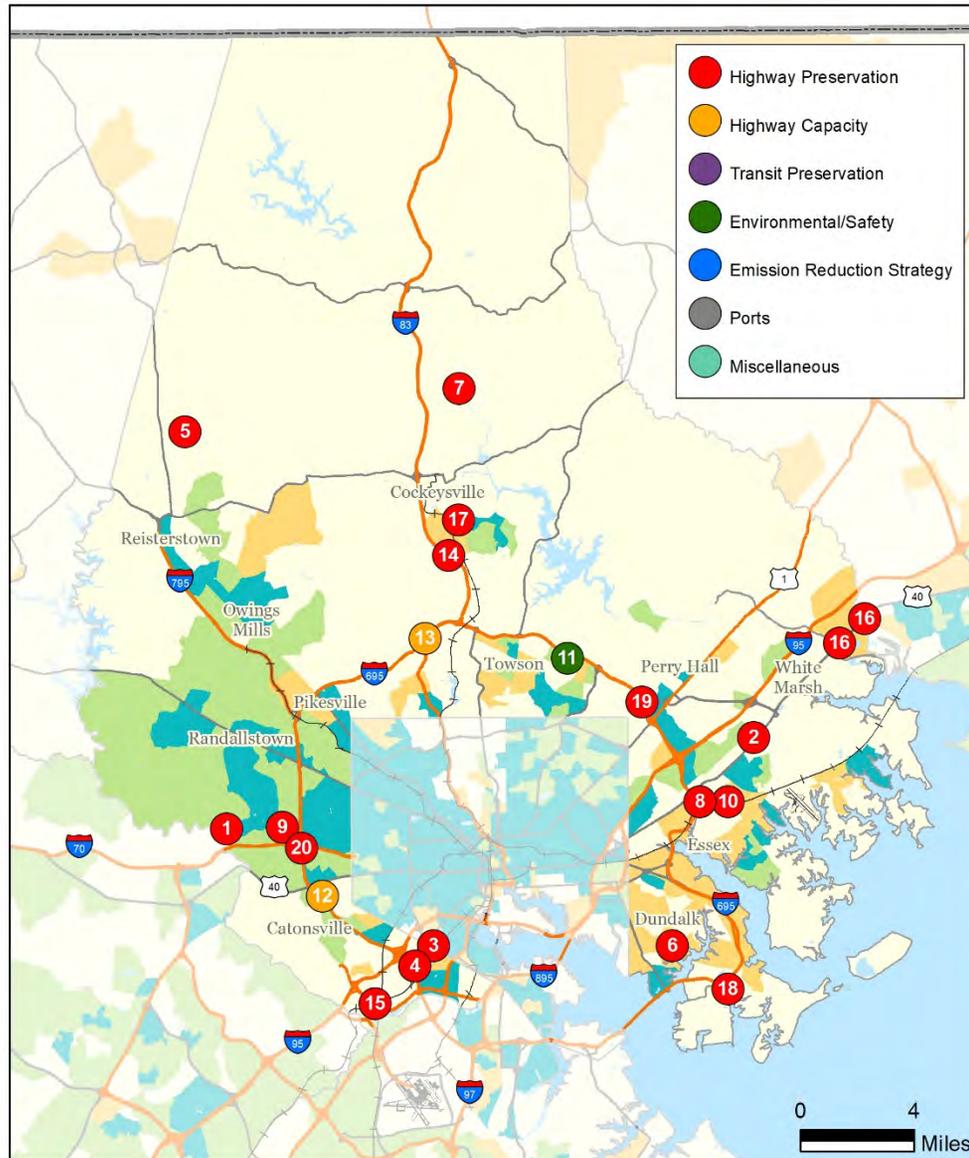
Project Sponsor: Maryland Transit Administration

27	Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65
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- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
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Transportation Analysis Zones (2010) show where the population that is non-white or Hispanic is higher than the regional average of 43.5% and where household poverty is higher than the regional average of 9.9% from the 2015-2019 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2020, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Baltimore County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Baltimore County

1	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
2	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
3	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
4	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
5	Piney Grove Road Bridge No. B-0140 over CSX Railroad	13-1107-13
6	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
7	Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13
8	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
9	Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13
10	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orem's Road	13-1701-13

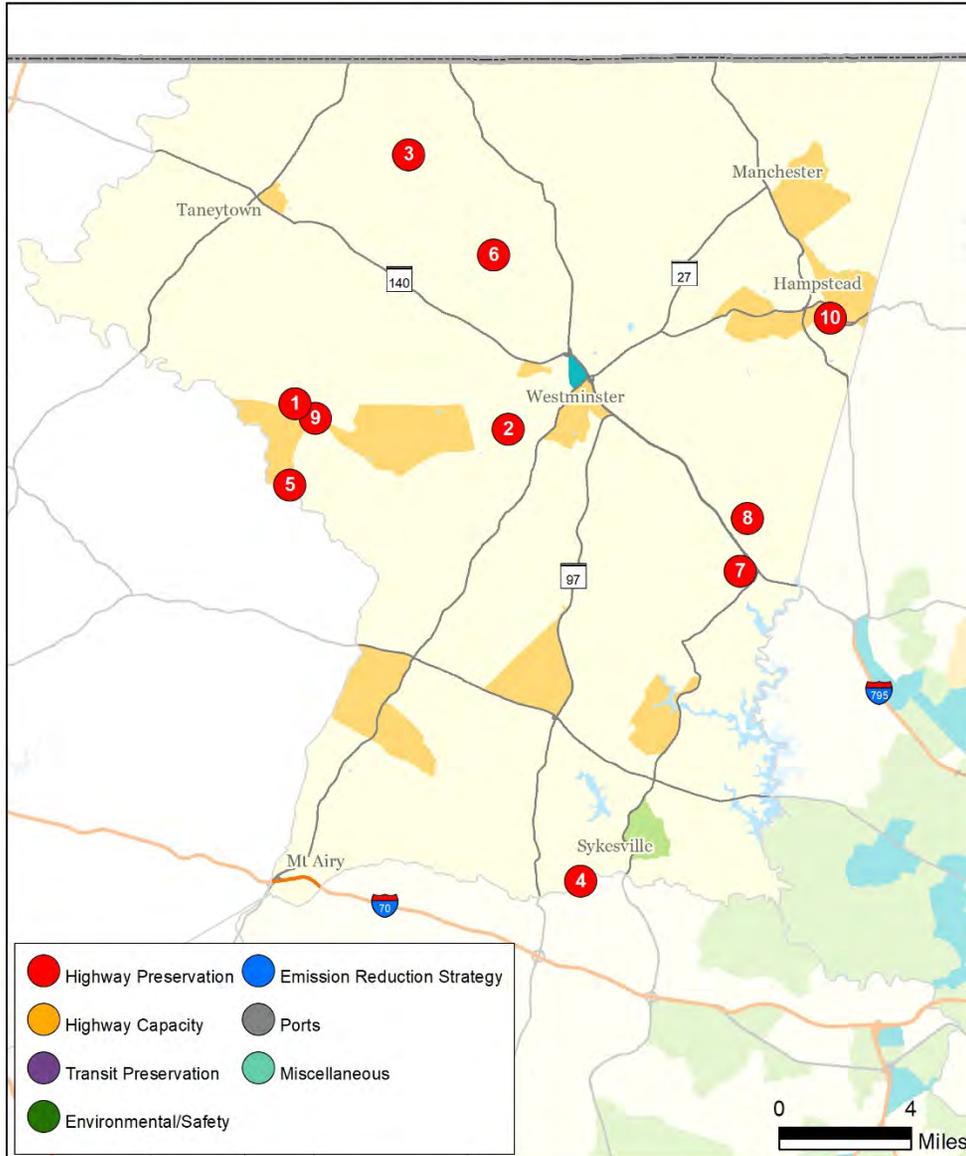
Project Sponsor: MDOT State Highway Administration

11	I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38
12	I-695: US 40 to MD 144	63-1601-41
13	I-695: I-70 to MD 43	63-1802-41
14	I-83: Bridge Replacement over Padonia Road	63-1701-13
15	US 1: Bridge Replacement over CSX	63-1704-13
16	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
17	MD 45: Padonia Road to Wight Avenue	63-1707-11
18	MD 151/MD 151B: Bridge Replacements	63-2001-13
19	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13
20	I-695: Reconstruction of Interchange at I-70	63-2201-12

- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
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Carroll County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Carroll County

1	Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13
2	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
3	Babylon Road Bridge over Silver Run	14-1601-13
4	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
5	McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13
6	Hughes Shop Road Bridge over Bear Branch	14-1802-13
7	Old Kays Mill Road Culvert over Beaver Run	14-2101-13
8	Brown Road Culvert over Roaring Run	14-2102-13
9	McKinstry's Mill Road over Little Pipe Creek	14-2103-13

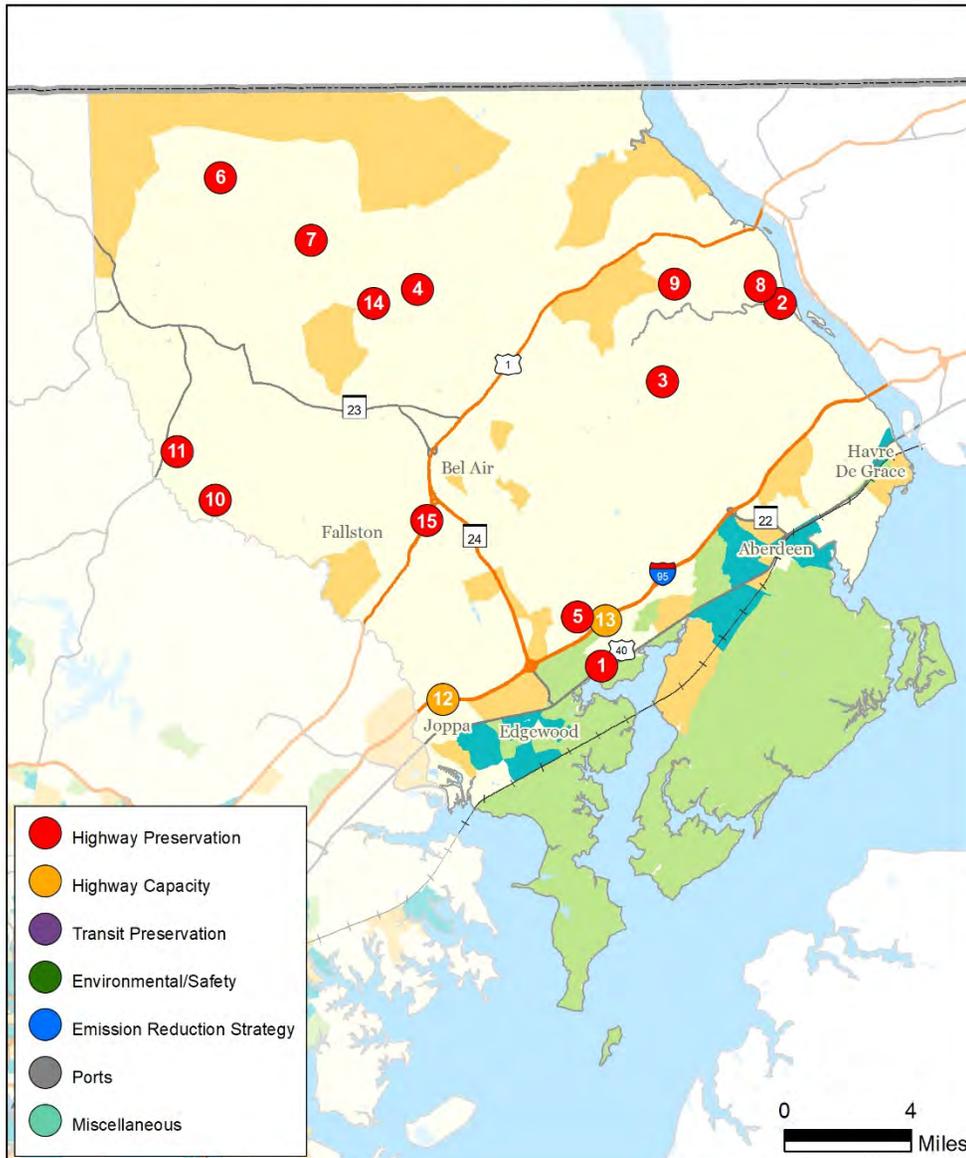
Project Sponsor: MDOT State Highway Administration

10	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19
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- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
- Non EJ TAZs: Minority Population & Household Poverty Below Regional Average

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Harford County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Harford County

1	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13
2	Stafford Road Bridge #24 over Deer Creek	15-1501-13
3	Glenville Road Bridge #30 over Mill Brook	15-1601-13
4	Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13
5	Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13
6	Madonna Road Bridge #113 over Deer Creek	15-2101-13
7	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13
8	Stafford Road Bridge #162 over Buck Branch	15-2103-13
9	Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13
10	Moore's Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13
11	Hess Road Bridge #81 over Yellow Branch	15-2202-13

Project Sponsor: Maryland Transportation Authority

12	I-95 Express Toll Lanes Northbound Extension	25-1801-41
13	I-95 Southbound Part-Time Shoulder Usage	25-2101-41

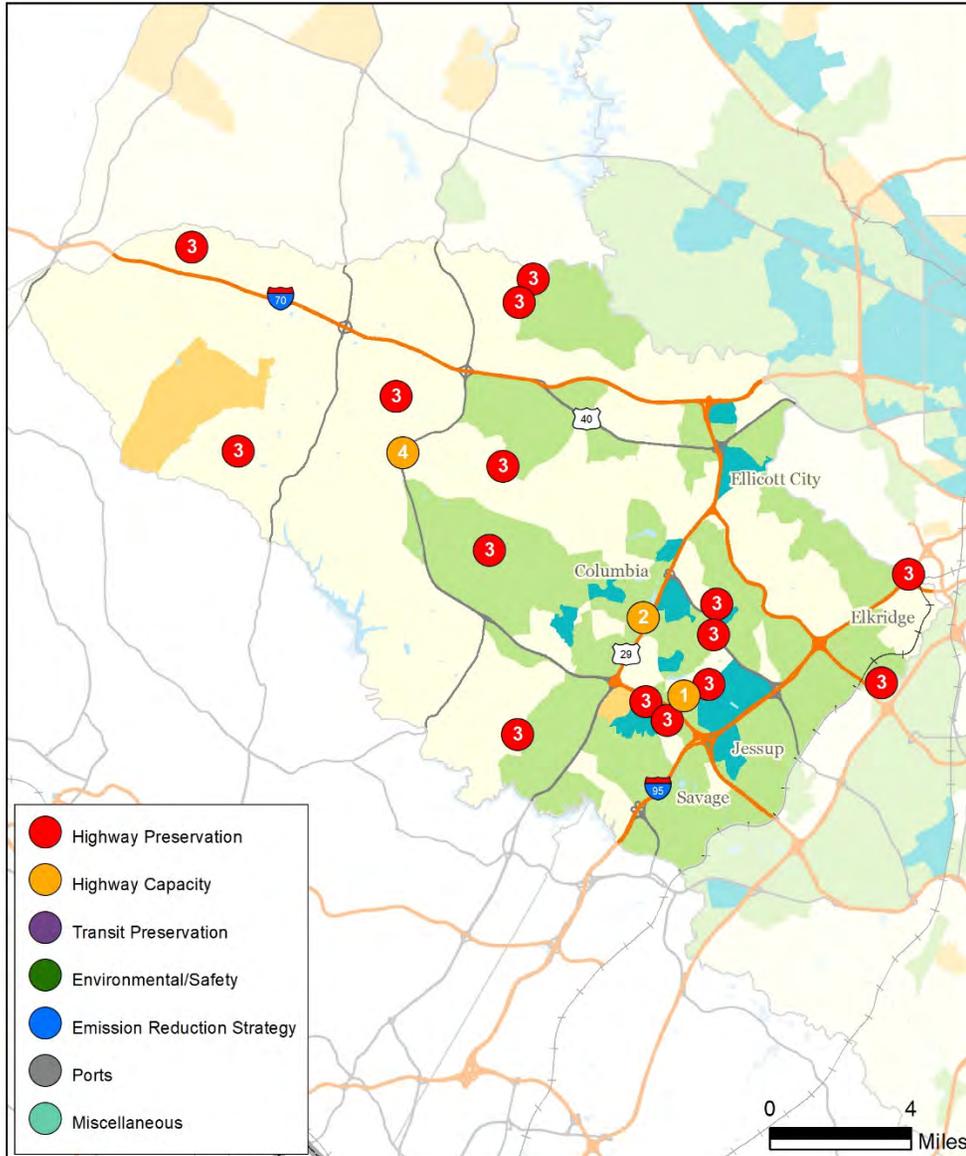
Project Sponsor: MDOT State Highway Administration

14	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12
15	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13

- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
- Non EJ TAZs: Minority Population & Household Poverty Below Regional Average

Transportation Analysis Zones (2010) show where the population that is non-white or Hispanic is higher than the regional average of 43.5% and where household poverty is higher than the regional average of 9.9% from the 2015-2019 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2020, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Howard County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Howard County

1	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
2	US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42
3	Bridge Repair and Deck Replacement	16-0436-13

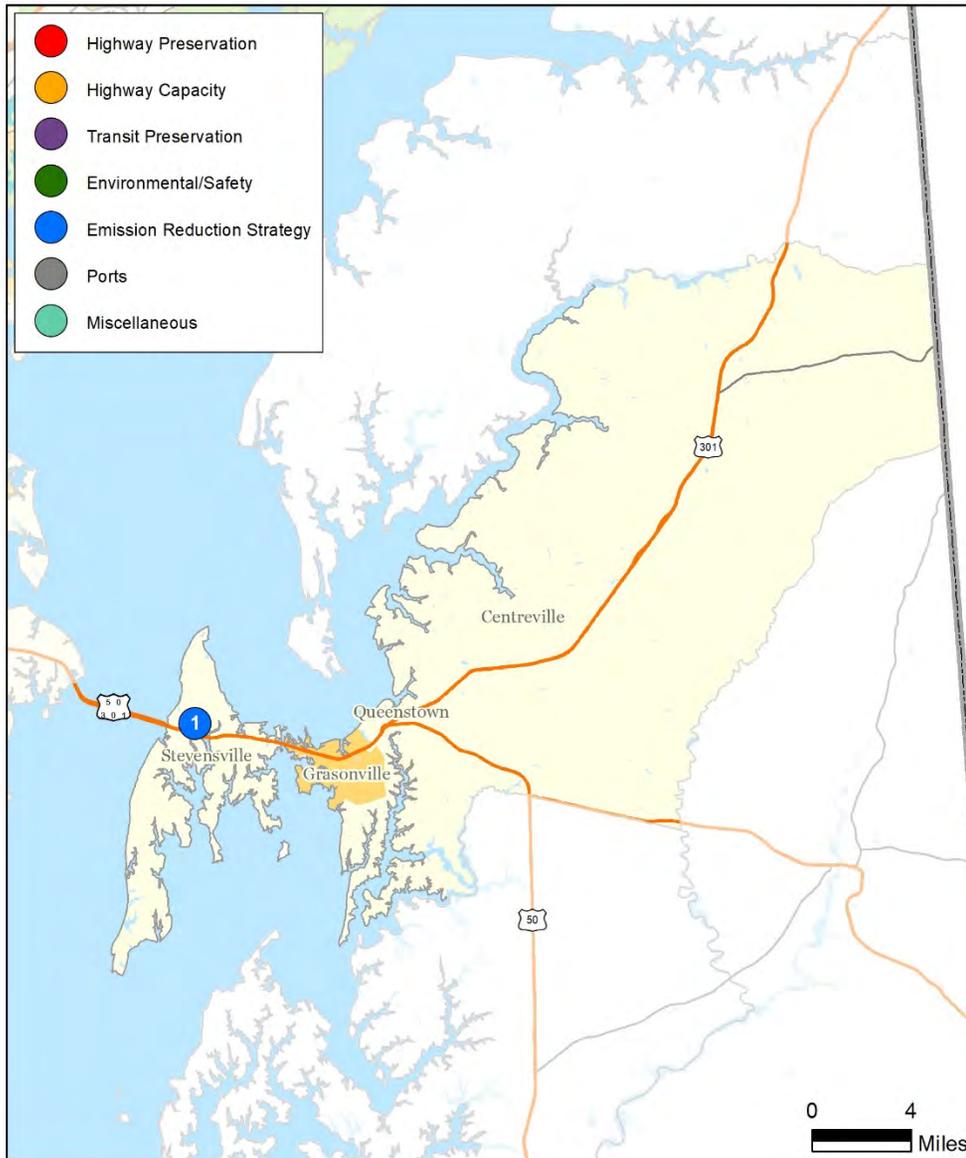
Project Sponsor: MDOT State Highway Administration

4	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
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- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
- Non EJ TAZs: Minority Population & Household Poverty Below Regional Average

Transportation Analysis Zones (2010) show where the population that is non-white or Hispanic is higher than the regional average of 43.5% and where household poverty is higher than the regional average of 9.9% from the 2015-2019 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2020, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Queen Anne's County Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: MDOT State Highway Administration

1 MD 835C Sidewalk: Cockey Lane to Old Love Point Road 67-2101-03

- EJ TAZs: Minority Population Above Regional Average of 43.5%
- EJ TAZs: Household Poverty Above Regional Average of 9.9%
- EJ TAZs: Minority Population & Household Poverty Above Regional Average
- Non EJ TAZs: Minority Population & Household Poverty Below Regional Average

Transportation Analysis Zones (2010) show where the population that is non-white or Hispanic is higher than the regional average of 43.5% and where household poverty is higher than the regional average of 9.9% from the 2015-2019 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2020, TIGER/Line®, MTA, U.S. Census, American Community Survey.

B. Detailed Project Listing

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Hanover Road Corridor Improvement

TIP ID	11-1801-42	Year of Operation	TBD
Agency	Anne Arundel County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.7 miles
CIP or CTP ID(s)	H566700 (CIP) & AA372-11 (CTP)	Est. Total Cost	\$25,700,000

Description:

This project is to provide design and right-of-way acquisition of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover. Project limits increased to accommodate vertical alignment adjustments which accounts for the cost increase from \$12.2 million to \$25.7 million.

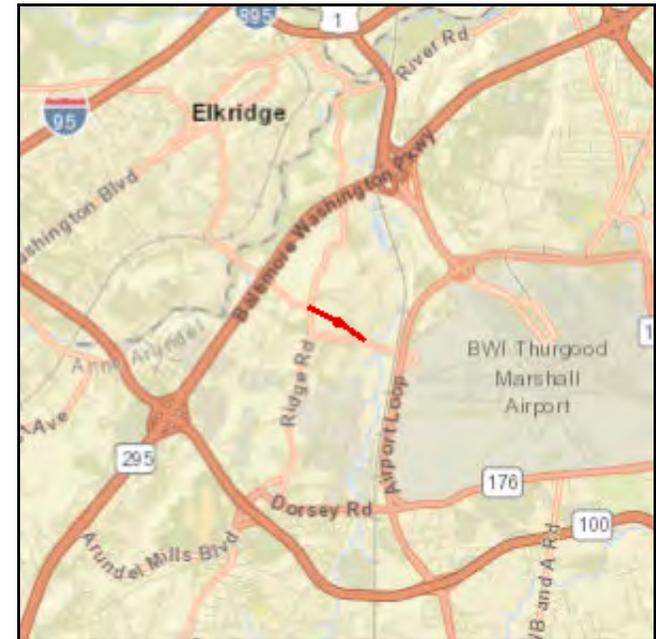
Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.

Justification:

This project is a breakout project from the MD 295 Project Planning Study that has a signed Finding of No Significant Impacts (FONSI).

Connection to Long-Range Transportation Planning Goals:

- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Hanover Road Corridor Improvement

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10,600	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600
Subtotal	\$0	\$10,600	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600
Total	\$0	\$10,600	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600

MD 2: US 50 to Baltimore Annapolis Boulevard

TIP ID	11-2102-41	Year of Operation	TBD
Agency	Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.9 miles
CIP or CTP ID(s)	H581400	Est. Total Cost	\$16,503,000

Description:

This project will evaluate capacity and safety improvements along MD 2 between US 50 and Baltimore Annapolis Boulevard near the Arnold Post Office. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone.

Justification:

Recurring congestion necessitates increased vehicular capacity on this section of roadway. The project is identified in the General Development Plan, Move Anne Arundel! (the County's adopted Transportation Master Plan), and Maximize 2045.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility





2022 - 2025 Transportation Improvement Program

MD 2: US 50 to Baltimore Annapolis Boulevard

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,256	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,256	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256
Total	\$0	\$1,256	\$0	\$0	\$0	\$0	\$0	\$0	\$1,256

MD 3: Saint Stephens Church Road to MD 175

TIP ID	11-2103-41	Year of Operation	TBD
Agency	Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.25 miles
CIP or CTP ID(s)	H581600	Est. Total Cost	\$21,835,000

Description:

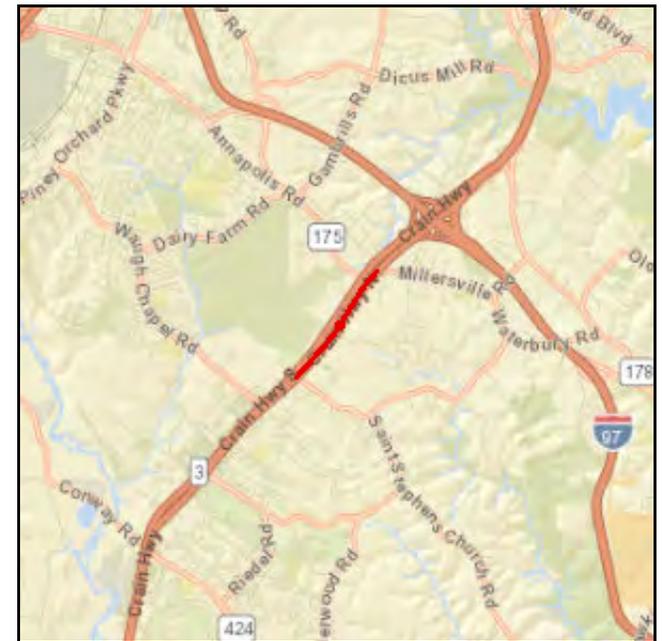
This project will evaluate capacity and safety improvements along MD 3 between Saint Stephens Church Road and MD 175, Millersville Road. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone.

Justification:

Recurring congestion necessitates increased vehicular capacity on this section of roadway. The project is in the County's General Development Plan, Move Anne Arundel! (the County's adopted Transportation Master Plan), and Maximize 2045.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility





2022 - 2025 Transportation Improvement Program

MD 3: Saint Stephens Church Road to MD 175

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,269	\$0	\$0	\$0	\$0	\$0	\$0	\$1,269
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,269	\$0	\$0	\$0	\$0	\$0	\$0	\$1,269
Total	\$0	\$1,269	\$0	\$0	\$0	\$0	\$0	\$0	\$1,269

MD 214: MD 468 to east of Loch Haven Road

TIP ID	11-2104-41	Year of Operation	TBD
Agency	Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.7 miles
CIP or CTP ID(s)	H575700	Est. Total Cost	\$14,594,000

Description:

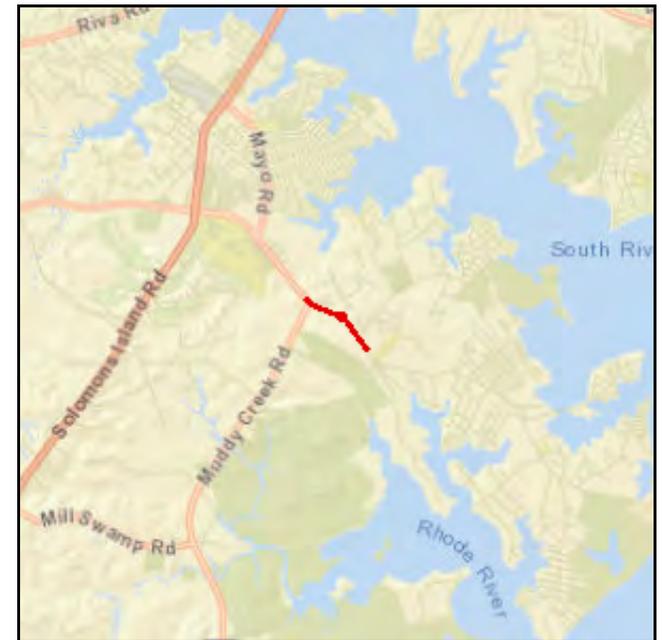
This project will evaluate capacity and safety improvements along MD 214 from MD 468 to east of Loch Haven Road as well as intersection improvements at Loch Haven Road. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone.

Justification:

Recurring congestion necessitates increased vehicular capacity on this section of roadway. In addition, the one way in/one way out nature of the peninsula necessitates adequate capacity for emergency response and incident management as well as community safety and accessibility. This project is in the General Development Plan, Move Anne Arundel! (the County's adopted Transportation Master Plan) and Maximize 2045.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility





MD 214: MD 468 to east of Loch Haven Road

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$773	\$0	\$0	\$0	\$0	\$0	\$0	\$773
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$773	\$0	\$0	\$0	\$0	\$0	\$0	\$773
Total	\$0	\$773	\$0	\$0	\$0	\$0	\$0	\$0	\$773

Furnace Avenue Bridge over Deep Run

TIP ID	11-1103-13	Year of Operation	TBD
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H535200 (CIP)	Est. Total Cost	\$4,897,000

Description:

This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road and bridge deck geometry. Five foot shoulders are planned on both sides of the road. No sidewalks will be included as part of this project. The estimated total cost has increased from the initial program estimate of \$1.74 million now that preliminary improvement alternatives have been developed.

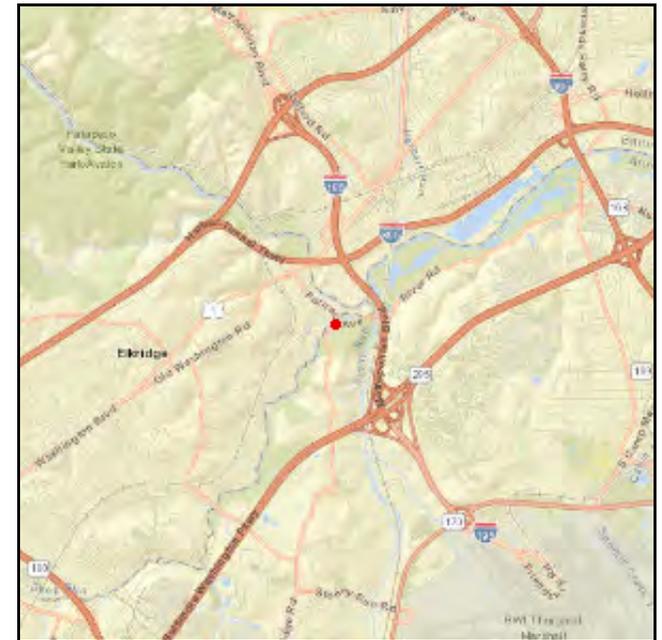
FY 2022 engineering funds will complete preliminary design through NEPA and FY 2023 engineering funds will complete final design.

Justification:

The bridge is functionally obsolete and load restricted. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Furnace Avenue Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$505	\$126	\$480	\$120	\$0	\$0	\$0	\$0	\$1,231
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$505	\$126	\$480	\$120	\$0	\$0	\$0	\$0	\$1,231
Total	\$505	\$126	\$480	\$120	\$0	\$0	\$0	\$0	\$1,231

Harwood Road Bridge over Stocketts Run

TIP ID	11-1208-13	Year of Operation	2023
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H535100	Est. Total Cost	\$3,292,000

Description:

This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.

Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.

Justification:

This project will correct existing bridge deficiencies, geometry, and substandard approach. The bridge is functionally obsolete, load restricted, and is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$1,507	\$1,008	\$0	\$0	\$0	\$0	\$0	\$0	\$2,515
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$528	\$106	\$0	\$0	\$0	\$0	\$0	\$0	\$634
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$143	\$0	\$0	\$0	\$0	\$0	\$0	\$143
Subtotal	\$2,035	\$1,257	\$0	\$0	\$0	\$0	\$0	\$0	\$3,292
Total	\$2,035	\$1,257	\$0	\$0	\$0	\$0	\$0	\$0	\$3,292

Magothy Bridge Road Bridge over Magothy River

TIP ID	11-1402-13	Year of Operation	2024
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H534900 (CIP)	Est. Total Cost	\$5,117,000

Description:

This project will replace the bridge deck and add shoulders to the bridge over the Magothy River. Five foot sidewalks and seven foot shoulders are planned on both sides of the road. The estimated total cost has decreased from \$5.809 million to \$5.117 million due to a revised construction cost estimate as engineering proceeded.

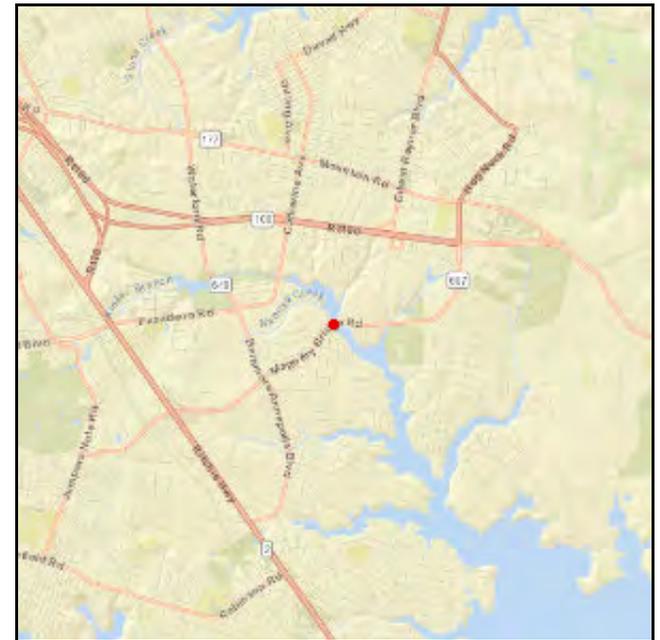
Engineering funds were first included in a previous TIP. FY 2022 engineering funds are to complete final design.

Justification:

This bridge is functionally obsolete and load restricted. It is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Magothy Bridge Road Bridge over Magothy River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,680	\$1,474	\$0	\$0	\$0	\$0	\$0	\$0	\$4,154
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$50	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$78
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,730	\$1,502	\$0	\$0	\$0	\$0	\$0	\$0	\$4,232
Total	\$2,730	\$1,502	\$0	\$0	\$0	\$0	\$0	\$0	\$4,232

O'Connor Road Bridge over Deep Run

TIP ID	11-1403-13	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561000 (CIP)	Est. Total Cost	\$6,666,000

Description:

This project will replace the bridge over Deep Run at O'Connor Road. Three foot shoulders are planned on both sides of the road. The estimated total cost has increased from \$6.399 to \$6.666 million due to increases in ROW acquisition costs and refined construction cost estimates.

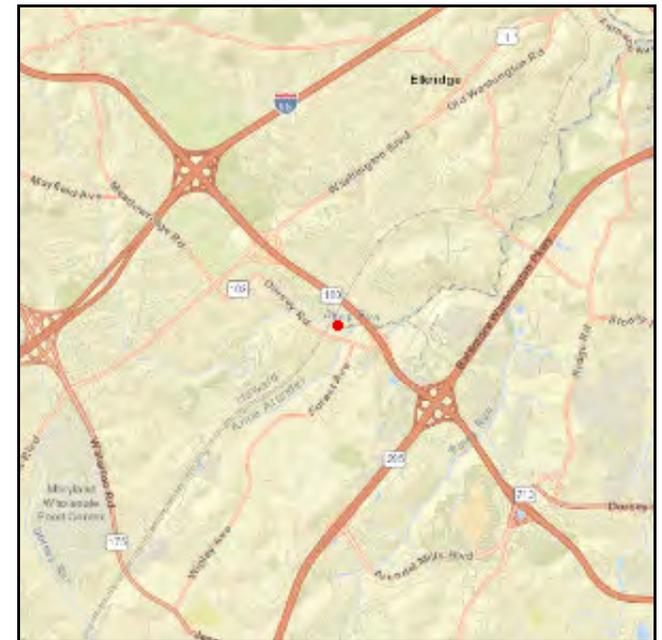
Engineering funds were first included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design after NEPA approval.

Justification:

The existing bridge is structurally deficient and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





O'Connor Road Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$700	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$921
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$258	\$0	\$0	\$0	\$0	\$0	\$0	\$258
Subtotal	\$700	\$479	\$0	\$0	\$0	\$0	\$0	\$0	\$1,179
Total	\$700	\$479	\$0	\$0	\$0	\$0	\$0	\$0	\$1,179

McKendree Road Culvert over Lyons Creek

TIP ID	11-1601-19	Year of Operation	2023
Agency	Anne Arundel County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H566800	Est. Total Cost	\$1,829,000

Description:

This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road.

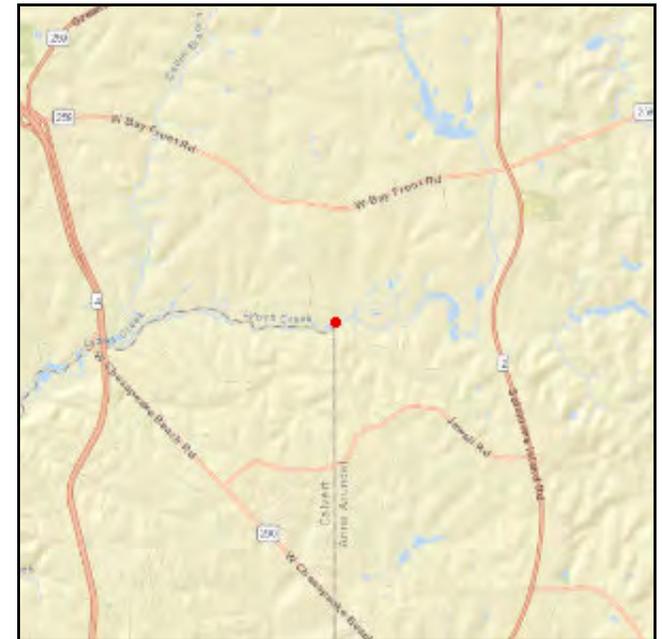
Engineering funds were first included in FY 2017. FY 2022 funds are to complete final design.

Justification:

The existing culvert is structurally deficient and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





McKendree Road Culvert over Lyons Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$683	\$696	\$0	\$0	\$0	\$0	\$1,379
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$120	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$176
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$12
Subtotal	\$120	\$68	\$683	\$696	\$0	\$0	\$0	\$0	\$1,567
Total	\$120	\$68	\$683	\$696	\$0	\$0	\$0	\$0	\$1,567

Polling House Road Bridge over Rock Branch

TIP ID	11-1602-13	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561100 (CIP)	Est. Total Cost	\$2,560,000

Description:

This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. Three foot shoulders are planned on both sides of the road. The estimated total cost has increased from \$1.738 million to \$2.56 million as a result of refined cost estimating procedures.

Engineering funds through NEPA approval were included in FY 2021. FY 2022 engineering funds are to complete final design.

Justification:

This project will correct the deteriorated structure and obsolete deck geometry of the existing bridge. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Polling House Road Bridge over Rock Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$85	\$0	\$0	\$0	\$0	\$0	\$0	\$165
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Subtotal	\$80	\$85	\$0	\$50	\$0	\$0	\$0	\$0	\$215
Total	\$80	\$85	\$0	\$50	\$0	\$0	\$0	\$0	\$215

Hanover Road Bridge over Deep Run

TIP ID	11-2105-13	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H580800 (CIP)	Est. Total Cost	\$8,628,000

Description:

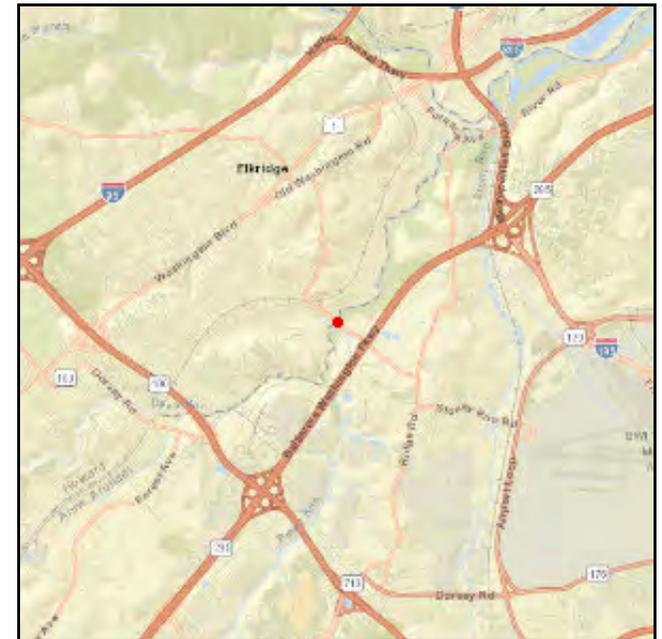
This project will replace the existing bridge along Hanover Road over Deep Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.

Justification:

This project will correct the deteriorated structure of the existing bridge. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Hanover Road Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$565	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$707
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$41	\$0	\$0	\$0	\$0	\$41
Subtotal	\$565	\$142	\$0	\$41	\$0	\$0	\$0	\$0	\$748
Total	\$565	\$142	\$0	\$41	\$0	\$0	\$0	\$0	\$748



Conway Road Bridge over Little Patuxent River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875
Total	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875

Jacobs Road Bridge over Severn Run

TIP ID	11-2107-13	Year of Operation	2027
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H581000 (CIP)	Est. Total Cost	\$10,624,000

Description:

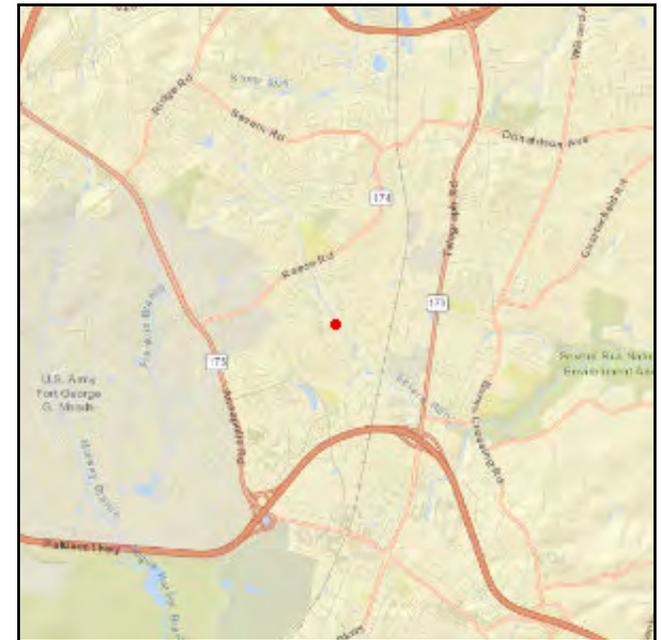
This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.

Justification:

This project will correct the deteriorated structure of the existing bridge. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Jacobs Road Bridge over Severn Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$728	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$910
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$41	\$0	\$0	\$0	\$0	\$41
Subtotal	\$728	\$182	\$0	\$41	\$0	\$0	\$0	\$0	\$951
Total	\$728	\$182	\$0	\$41	\$0	\$0	\$0	\$0	\$951

Parole Transportation Center

TIP ID	11-2101-66	Year of Operation	2025
Agency	Anne Arundel County	Project Type	New bus facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H581200 (CIP)	Est. Total Cost	\$14,175,000

Description:

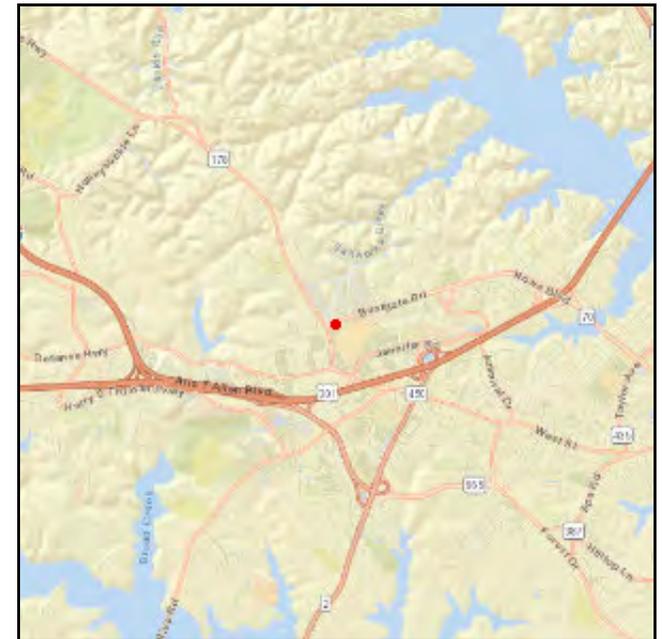
This project will provide a multi-modal transportation center in Parole at the Westfield Annapolis Mall. The facility will serve existing local and regional bus service, but will also be designed as an intermodal hub with possible future connectivity to modes such as bikeshare, carshare, and ridehailing services.

Justification:

This facility is necessary to handle transfers between local and regional bus service and to allow more docking area to serve both. It will also provide additional amenities for waiting passengers. The project is recommended in the Anne Arundel County General Development Plan with specific recommendations from the recently completed UPWP feasibility study.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





Parole Transportation Center

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$10,693	\$0	\$0	\$0	\$0	\$10,693
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ENG	\$0	\$848	\$0	\$0	\$0	\$0	\$0	\$0	\$848
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
Subtotal	\$0	\$3,448	\$0	\$10,693	\$0	\$0	\$0	\$0	\$14,141
Total	\$0	\$3,448	\$0	\$10,693	\$0	\$0	\$0	\$0	\$14,141

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

TIP ID	12-1218-07	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	ITS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-077, 512-078, 512-080, 512-009	Est. Total Cost	\$17,100,000

Description:

This project includes signal and traffic improvements citywide which may include but are not limited to: traffic signal system upgrades, ITS and system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacements and upgrades, communications equipment including fiber optic, copper and wireless, variable message signs, vehicular and pedestrian detector upgrades, intersection improvements, signs and marking. Projects included in this TIP ID are: 1) CCTV and signal rewiring citywide, 2) installation of fiber optic and copper communications citywide, 3) ITS deployment and upgrades citywide, 4) geometric improvements at multiple intersections, 5) traffic signal reconstruction, and 6) traffic signal timing optimization. Engineering and planning funds for the traffic signal timing optimization project were included in FY 2021.

Justification:

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.



Connection to Long-Range Transportation Planning Goals:

- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$13,680	\$3,420	\$0	\$0	\$0	\$0	\$0	\$0	\$17,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$13,680	\$3,420	\$0	\$0	\$0	\$0	\$0	\$0	\$17,100
Total	\$13,680	\$3,420	\$0	\$0	\$0	\$0	\$0	\$0	\$17,100

Transportation Management Center Upgrade

TIP ID	12-1701-04	Year of Operation	2025
Agency	Baltimore City	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-005	Est. Total Cost	\$11,650,000

Description:

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The system may include but is not limited to software, computer hardware, servers, switches and communications equipment. The current ATMS, known as an "i2 System" is more than 15 years old and has been discontinued by the vendor. Replacement with a new system requires a complete upgrade of hardware and software, replacement of field controllers, and installation of communications equipment for field devices. The estimated total cost has increased from \$6.15 million to \$11.65 million due to the addition of 150 field locations to the project.

Justification:

The existing system requires upgrades and expansion for better functioning of the Traffic Management Center.

Connection to Long-Range Transportation Planning Goals:

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 6.C Improve System Security -- Apply security-related management and operations techniques.





Transportation Management Center Upgrade

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$11,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$0	\$0	\$4,000	\$1,500	\$0	\$0	\$11,500
Total	\$4,800	\$1,200	\$0	\$0	\$4,000	\$1,500	\$0	\$0	\$11,500

Greenway Middle Branch Phase 2

TIP ID	12-2102-03	Year of Operation	2025
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.8 miles
CIP or CTP ID(s)	508-126	Est. Total Cost	\$2,219,000

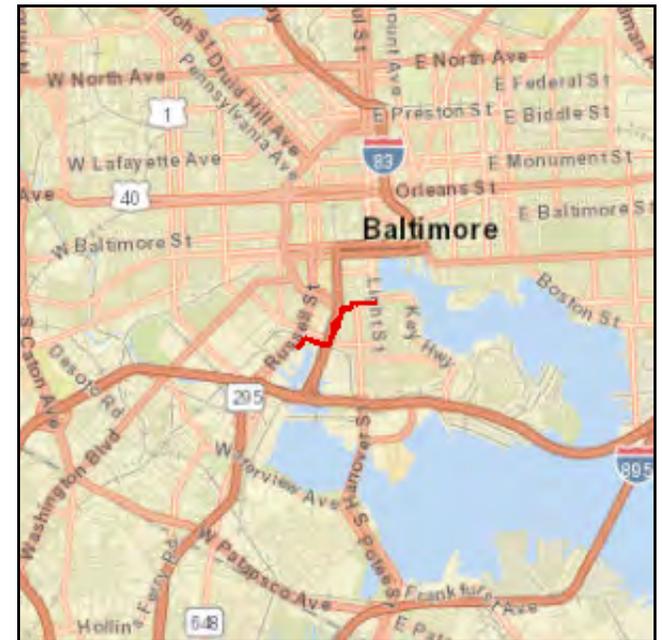
Description:

The Middle Branch Phase 2 project involves the construction of a 0.8 mile trail as part of the Baltimore Greenway Loop that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits.

Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.

Justification:

This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.



Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



Greenway Middle Branch Phase 2

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,525	\$382	\$0	\$0	\$0	\$0	\$1,907
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$1,525	\$382	\$0	\$0	\$0	\$0	\$1,907
Total	\$0	\$0	\$1,525	\$382	\$0	\$0	\$0	\$0	\$1,907

Perring Parkway Ramp over Herring Run

TIP ID	12-1215-13	Year of Operation	2023
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	506-760	Est. Total Cost	\$11,070,000

Description:

This project includes replacement of the Perring Parkway ramp over Herring Run.

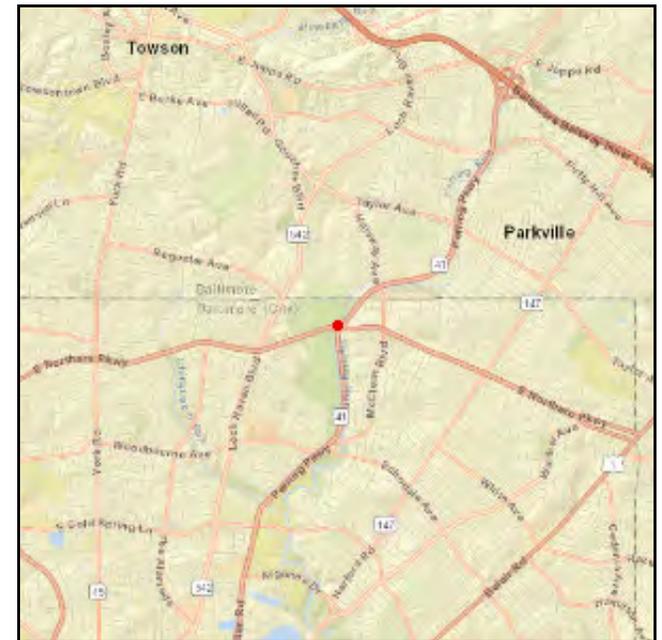
Engineering for this project was originally authorized in FY 2016.

Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 35.0.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Perring Parkway Ramp over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	506-766	Est. Total Cost	\$8,250,000

Description:

The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. CSX is providing 75% of the construction cost for the project.

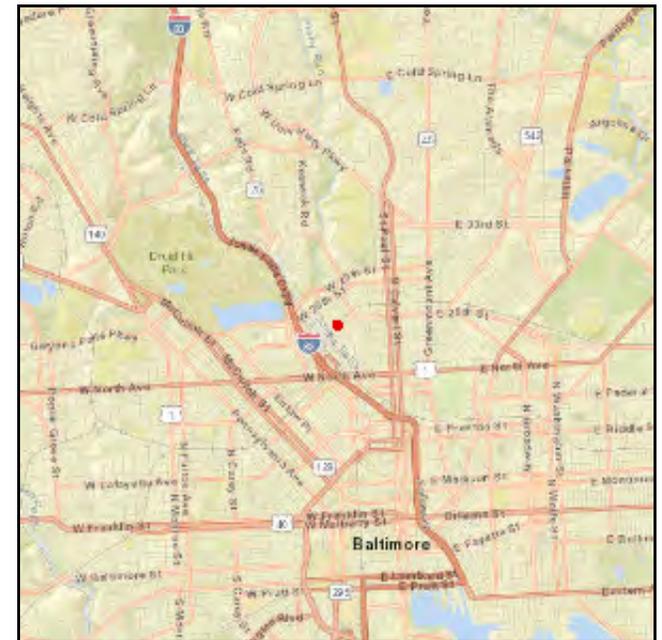
Engineering funds for this project were authorized in FY 2019.

Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 41.4.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

Wilkins Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-326	Est. Total Cost	\$14,800,000

Description:

This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SH_A and ADA compliant sidewalks.

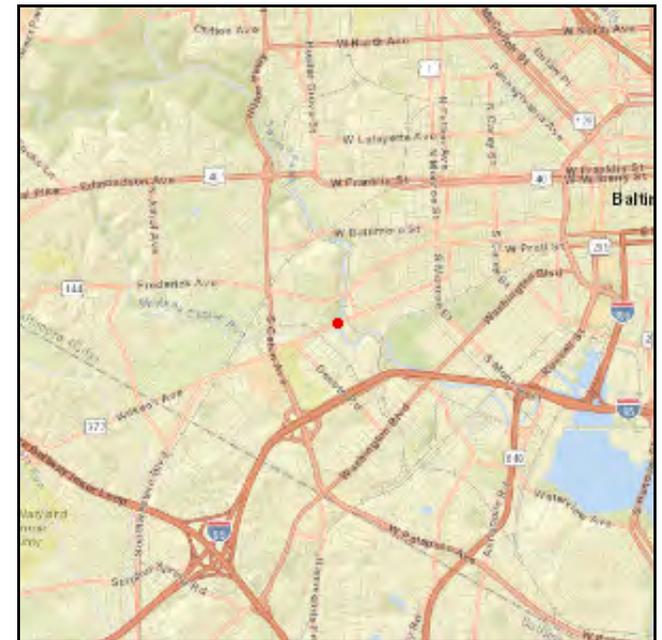
Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

Justification:

This bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 39.8.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2022 - 2025 Transportation Improvement Program

Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
Total	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800

Belair Road Complete Streets

TIP ID	12-1404-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	527-008	Est. Total Cost	\$12,100,000

Description:

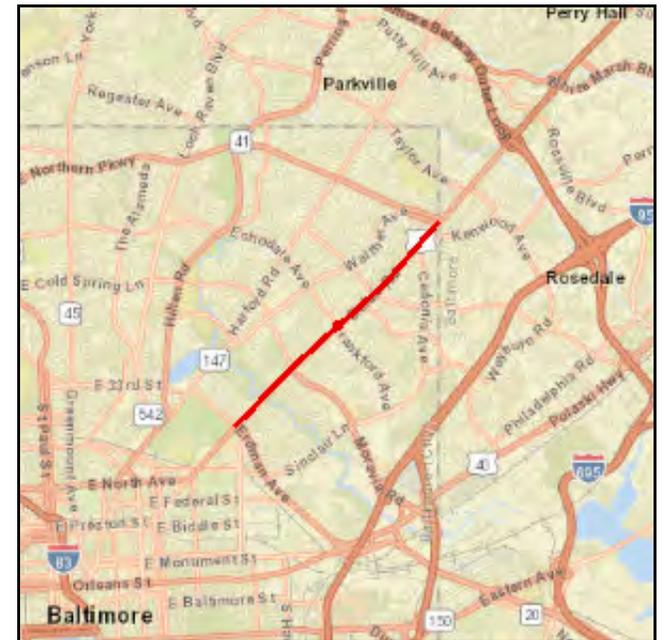
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2022 engineering and FY 2023 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I, which includes the intersection of Belair Road and Frankford Avenue, was completed in February 2021. The year of operation of 2025 reflects the completion of Phase II. Phase III, which includes the intersection of Belair Road and Fleetwood Avenue is not currently funded.

Justification:

Belair Road is a high speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





2022 - 2025 Transportation Improvement Program

Belair Road Complete Streets

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$7,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$760	\$190	\$0	\$0	\$0	\$0	\$0	\$0	\$950
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$760	\$190	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$8,550
Total	\$760	\$190	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$8,550

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-761	Est. Total Cost	\$9,900,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

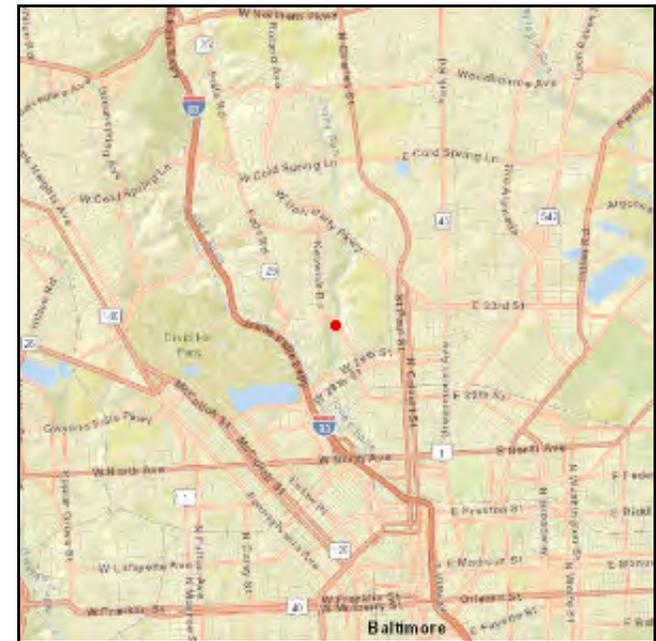
Engineering for this project was authorized in FY 2016.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as undermining of the substructure. The existing bridge is in poor condition with a sufficiency rating of 15.3.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
Total	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000

Radecke Avenue and Sinclair Lane over Moores Run

TIP ID	12-1603-13	Year of Operation	2026
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-762	Est. Total Cost	\$7,500,000

Description:

This project includes replacement of the deteriorated bridge on Radecke Avenue with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this bridge was authorized in FY 2019. The project scope has expanded to include rehabilitation of the Sinclair Lane bridge over Moores Run. The existing beams and deck will be removed and replaced. Engineering funds for this bridge were authorized in FY 2021.

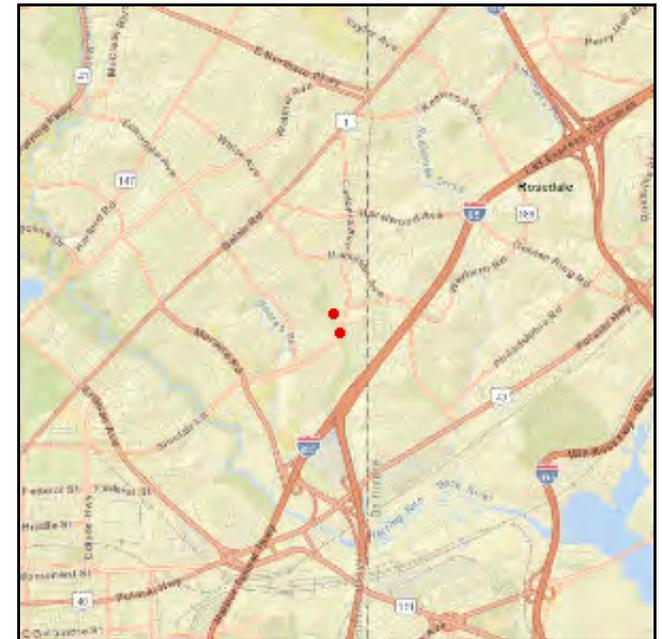
The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2024. This will result in less disruption to the community and a greater cost savings to Baltimore City.

Justification:

This project will correct the deteriorated condition of the bridges and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The Radecke Avenue bridge is in fair condition with a sufficiency rating of 68.5. The Sinclair Lane Bridge is in poor condition with a sufficiency rating of 84.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Radecke Avenue and Sinclair Lane over Moores Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$6,000
Total	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$6,000

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	Year of Operation	2025
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	509-005	Est. Total Cost	\$16,250,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

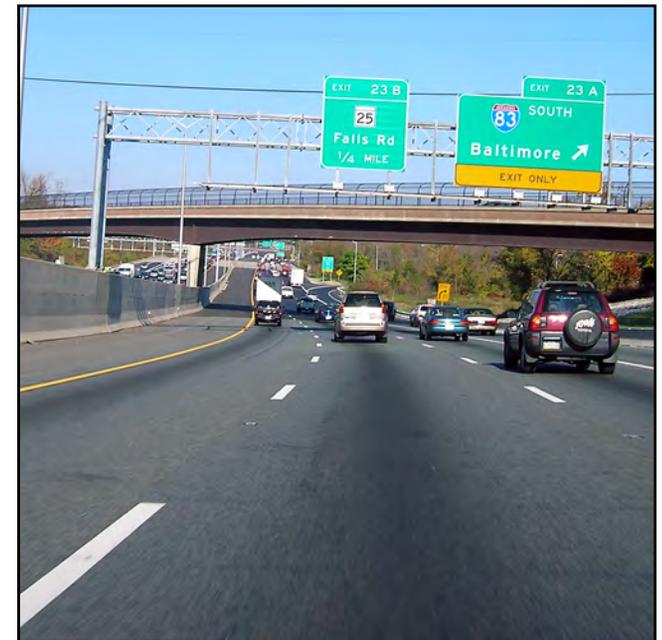
Engineering funds for this project were authorized in FY 2020.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$13,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$13,400
Total	\$0	\$0	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$13,400

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	Year of Operation	2026
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-184	Est. Total Cost	\$5,675,000

Description:

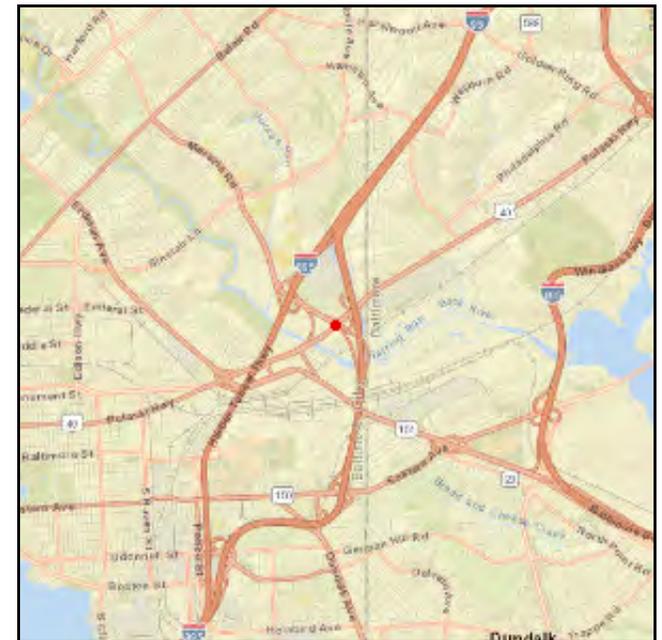
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge exhibits continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The existing bridge is in poor condition with a sufficiency rating of 65.8.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
Total	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200

MLK Boulevard and Howard Street Intersection Improvements

TIP ID	12-1706-11	Year of Operation	2023
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	508-398	Est. Total Cost	\$6,500,000

Description:

Martin Luther King Jr. Boulevard and Howard Street intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits.

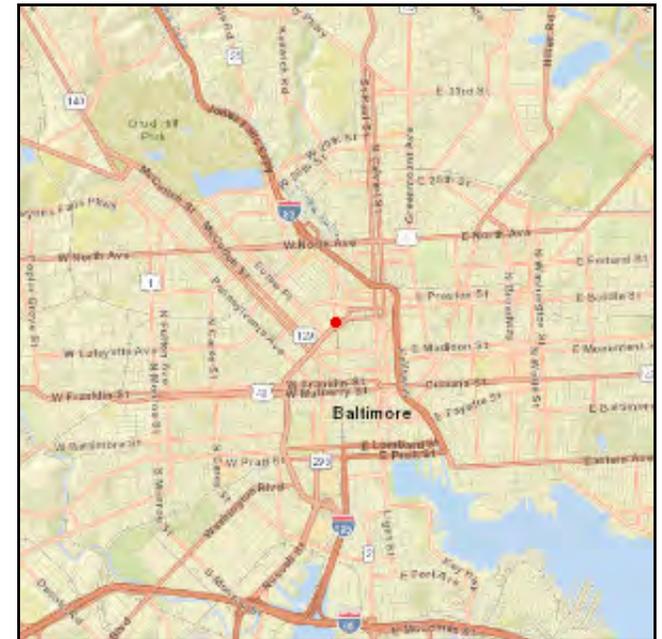
Engineering funds through NEPA approval were authorized in FY 2020. Engineering funds to complete final design were authorized in FY 2021.

Justification:

This project will improve and enhance the intersection and create a more inviting, livable, neighborhood-friendly street which can still accommodate business patrons, local and through traffic.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MLK Boulevard and Howard Street Intersection Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Total	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000

Monroe Street Ramp over CSX and Russell Street over CSX

TIP ID	12-1801-13	Year of Operation	2031
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, .53 miles
CIP or CTP ID(s)	507-003	Est. Total Cost	\$31,400,000

Description:

This project will replace the bridges carrying the Monroe Street ramp and Russell Street over CSX (sufficiency ratings of 47.8 and 41.2). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street ramp bridge carries traffic from the southbound I-95 off ramp onto southbound MD 295. The Russell Street bridge carries traffic northbound and southbound into and out of Baltimore City to MD 295.

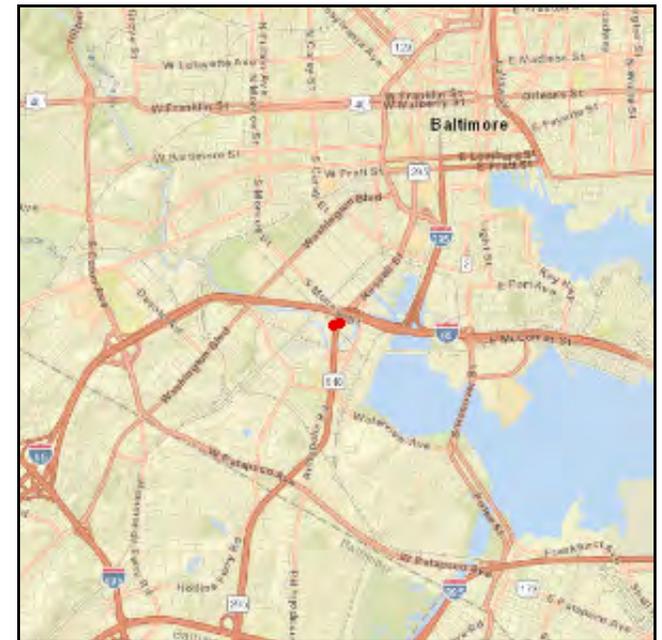
Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).

Justification:

The existing bridges are rated in poor condition and warrant replacement. The Monroe Street ramp bridge is geometrically inefficient and has resulted in numerous vehicle accidents. The Russell Street bridge carries over 46,000 vehicles per day and the structure is showing signs of deterioration. Both bridges carry vehicle traffic over CSX freight lines that connect the southeast United States with the northeast U.S. and the Maryland Ports of Baltimore.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Monroe Street Ramp over CSX and Russell Street over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$29,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$29,400
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$29,400

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

TIP ID	12-2001-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 2,050 ft
CIP or CTP ID(s)	508-044	Est. Total Cost	\$9,100,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.

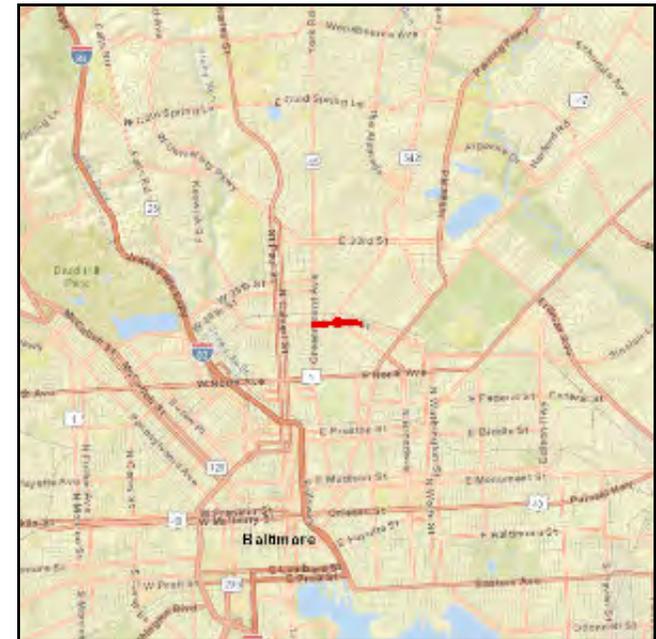
Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along 25th Street and provide improved accommodations for pedestrians and cyclists.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$8,400
Total	\$320	\$80	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$8,400

41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

TIP ID	12-2002-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1,238 ft
CIP or CTP ID(s)	506-010	Est. Total Cost	\$50,600,000

Description:

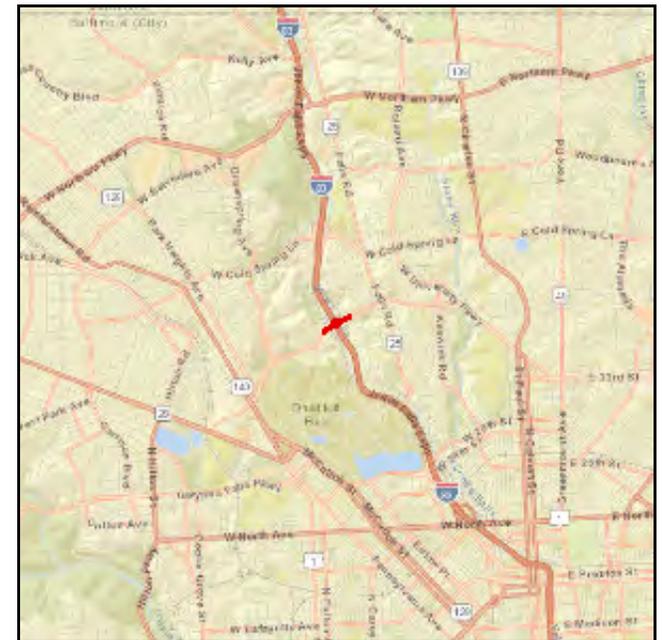
The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$50.6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Justification:

The deteriorated bridge requires a rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 48.7.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000
Total	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000

Citywide Asset Management

TIP ID	12-2003-19	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	527-056	Est. Total Cost	\$2,400,000

Description:

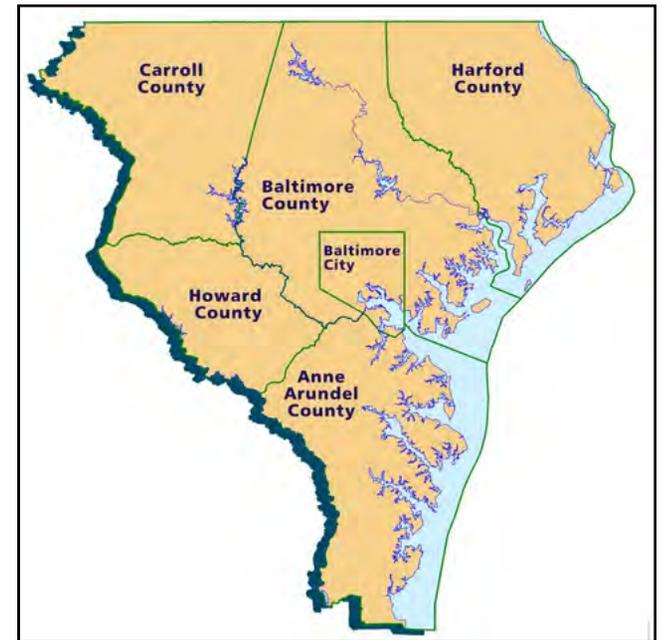
This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management.

Justification:

The key drivers for the implementation of an asset management system are: (1) an aging infrastructure, (2) the need for service improvement at a reduced cost due to declining budgets and (3) an increased demand from the travelling public and communities.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Asset Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$384	\$816	\$0	\$0	\$0	\$0	\$384	\$816	\$2,400
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$384	\$816	\$0	\$0	\$0	\$0	\$384	\$816	\$2,400
Total	\$384	\$816	\$0	\$0	\$0	\$0	\$384	\$816	\$2,400

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	Est. Total Cost	\$7,070,000

Description:

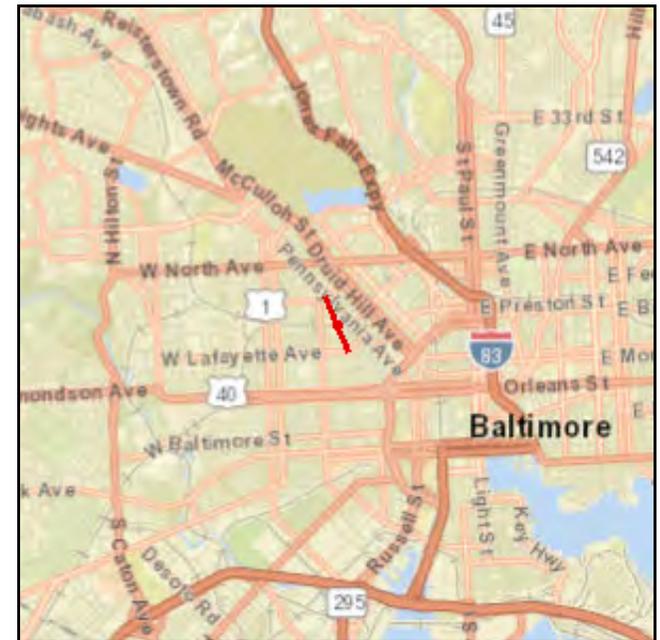
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised downward from \$7.5 million to \$7.07 million to reflect the actual costs of preliminary design and proposed final design costs.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$240	\$60	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820
Total	\$240	\$60	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820

Hanover Street Over CSX

TIP ID	12-2008-13	Year of Operation	2027
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 375 ft
CIP or CTP ID(s)	506-519	Est. Total Cost	\$20,205,000

Description:

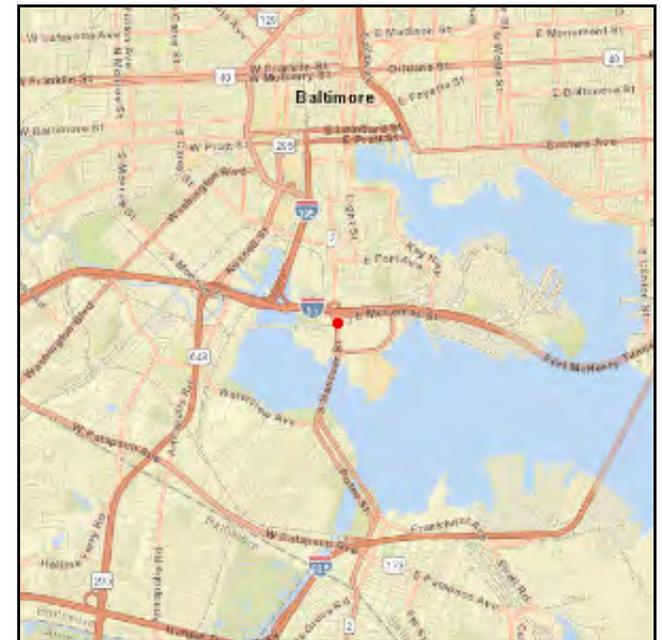
The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 51.7.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Hanover Street Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920
Total	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	Est. Total Cost	\$7,624,000

Description:

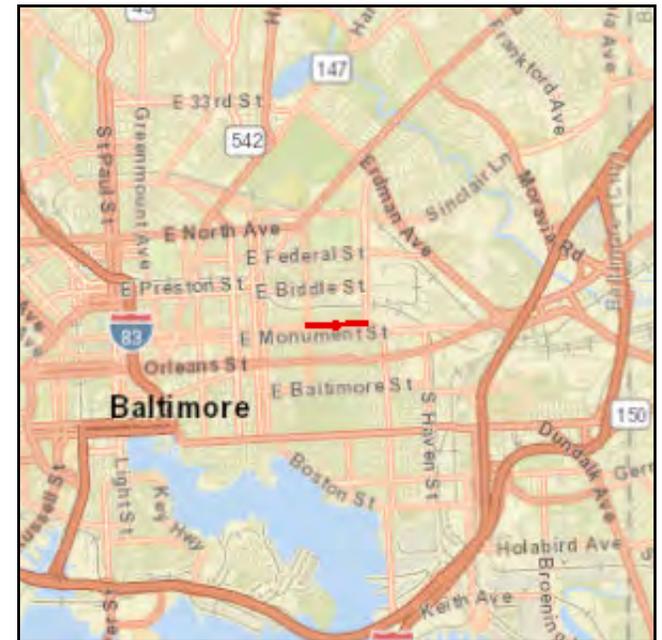
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised downward from \$8 million to \$7.624 million based on the actual costs of preliminary design and the proposed costs of final design.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along Madison Street and provide improved pedestrian accommodations through shorter crossings.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920
Total	\$320	\$80	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

TIP ID	12-2011-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 4100 ft
CIP or CTP ID(s)	508-046	Est. Total Cost	\$14,850,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

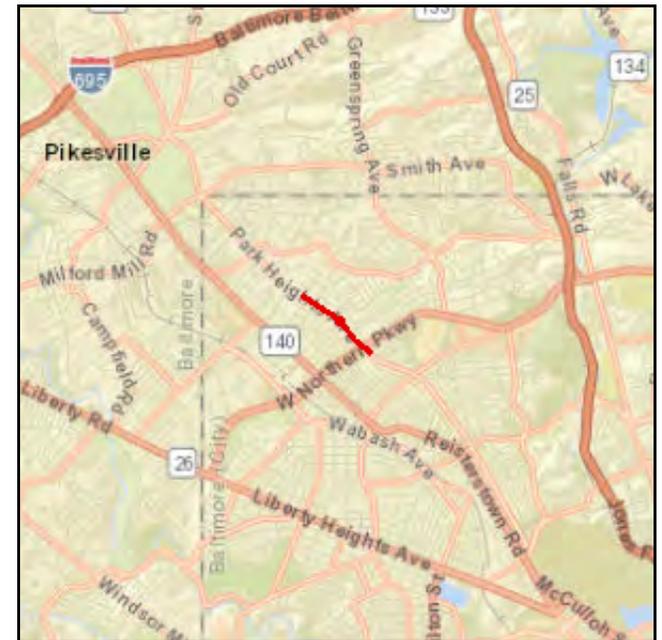
Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements will be included in the project.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$13,650
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$480	\$120	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$14,250
Total	\$480	\$120	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$14,250

Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

TIP ID	12-2012-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	6 to 4 lanes, 5075 ft
CIP or CTP ID(s)	508-072	Est. Total Cost	\$14,850,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Existing travel lanes on the south side of the road will be converted to a shared use trail.

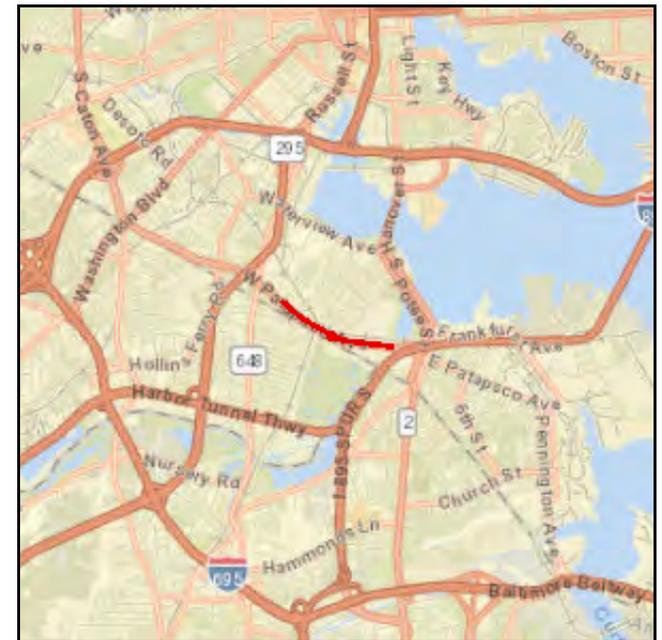
Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and bicycle access where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





2022 - 2025 Transportation Improvement Program

Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$280	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$350
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$280	\$70	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,500
Total	\$280	\$70	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,500

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

TIP ID	12-2013-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 3500 ft
CIP or CTP ID(s)	508-056	Est. Total Cost	\$9,900,000

Description:

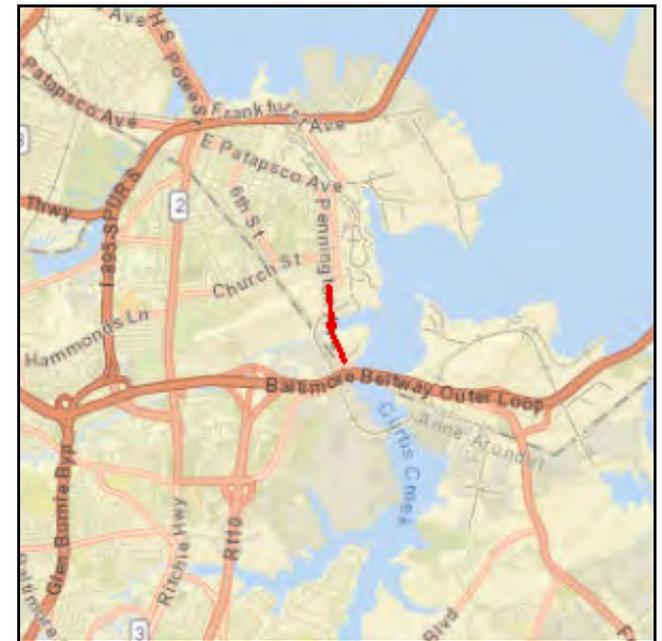
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised downward from \$10.4 million to \$9.9 million to reflect actual preliminary design costs and proposed final design costs.

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety, and aesthetics

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$9,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$200	\$50	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$9,650
Total	\$200	\$50	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$9,650

Harford Road Bridge Over CSX

TIP ID	12-2106-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes, 100 feet
CIP or CTP ID(s)	506-017	Est. Total Cost	\$12,500,000

Description:

The 100 foot bridge that carries Harford Road over the CSX tracks is deteriorated and requires replacement. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

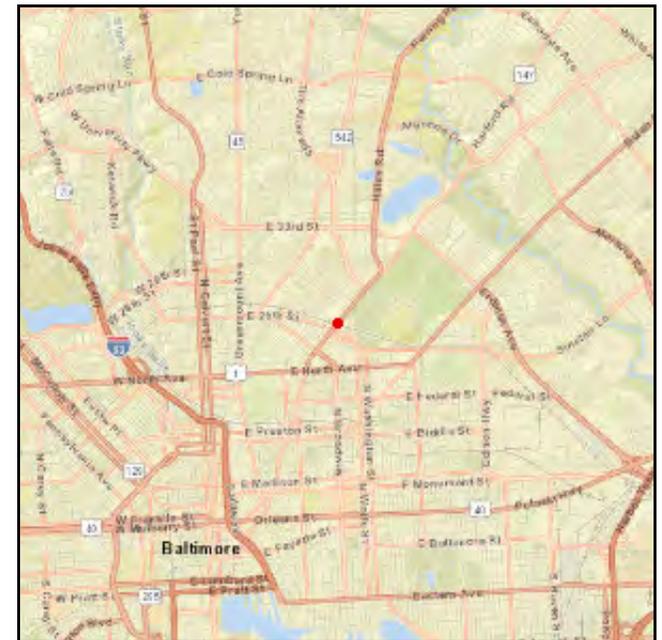
Engineering funds and matching funds for construction are being provided by CSX. Engineering funds were authorized in FY 2019.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 49.6.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Harford Road Bridge Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
Total	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500

East-West Bus Corridor

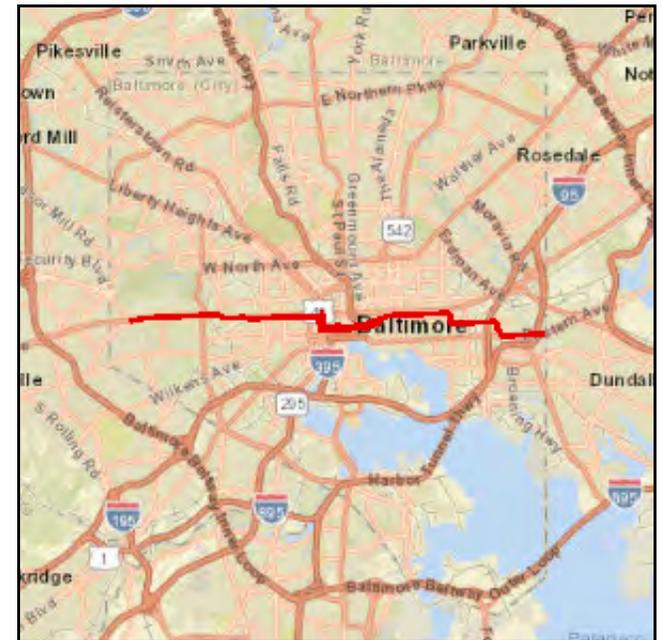
TIP ID	12-2201-64	Year of Operation	2025
Agency	Baltimore City	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	10.5 miles of roadways, existing number of lanes maintained
CIP or CTP ID(s)	508-137	Est. Total Cost	\$12,600,000

Description:

The East-West Priority Corridor project proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly addresses existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization and accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.

Justification:

Improved bus service between East and West Baltimore will decrease emissions, encourage mode shift, and provide faster more reliable transit options.



Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



East-West Bus Corridor

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,280	\$2,320	\$0	\$0	\$0	\$0	\$11,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$9,280	\$2,320	\$0	\$0	\$0	\$0	\$12,600
Total	\$800	\$200	\$9,280	\$2,320	\$0	\$0	\$0	\$0	\$12,600

Capital Project Delivery Services

TIP ID	12-1901-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	508-378	Est. Total Cost	\$800,000

Description:

The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of capital federal-aid roadway projects. This program was initiated in FY 2019.

Justification:

The project will provide continued support for the Agency Project Controls and Construction Management Tool (Unifier) and will establish a project management office within the office of the director.



Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making



Capital Project Delivery Services

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$800
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$800
Total	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$800

Citywide Transportation Studies

TIP ID	12-2014-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	527-047	Est. Total Cost	\$1,000,000

Description:

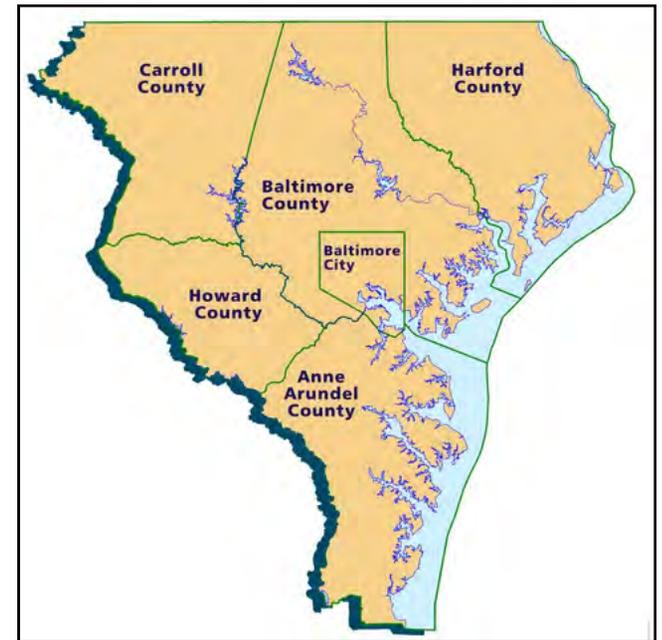
This project will provide funding for transportation studies on federal-aid eligible roads related to, but not limited to, crash studies, traffic circulation studies, bicycle and pedestrian studies, and safety studies. TIP funding in FY 2022 will be used to study the realignment of Druid Park Lake Drive.

Justification:

The Baltimore City Department of Transportation often has to be flexible in planning around a changing transportation environment, with a fund dedicated to transportation studies that can address issues that arise and propose solutions for engineering and design.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Transportation Studies

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Dogwood Road Bridge No. B-0072 Over Dogwood Run

TIP ID	13-0001-13	Year of Operation	2024
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P230	Est. Total Cost	\$3,225,000

Description:

This project is for the total replacement of the existing bridge. The new structure will carry two traffic lanes and one 3 foot shoulder and one 6 foot shoulder. The year of operation has been delayed from 2023 to 2024 due to delays in right of way acquisition.

Engineering funding was included in the FY 2013 TIP.

Justification:

Bridge No. B-0072 on Dogwood Road is a single span concrete arch structure in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. The bridge is posted for a 15 ton weight limit and is currently on a yearly inspection cycle. The structure had deteriorated beyond reasonable rehabilitation and is at the end of its service life and in need of total replacement.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Dogwood Road Bridge No. B-0072 Over Dogwood Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900
Total	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900

Mohrs Lane Bridge No. B-0143 over CSX Railroad

TIP ID	13-0803-13	Year of Operation	2025
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	0 to 3 Lanes
CIP or CTP ID(s)	205P376	Est. Total Cost	\$12,900,000

Description:

This project will construct a new bridge carrying Mohrs Lane over the CSX rail line. The proposed bridge will accommodate 3 lanes of traffic and two 8 foot shoulders. In addition, Mohrs Lane will be widened for a couple hundred feet on both immediate approach roadways to tie the new bridge into the existing roadway. The previous bridge was a single lane timber structure owned and maintained by CSX. Due to its deteriorated condition, the previous bridge was closed to traffic in 2007 and removed in 2011.

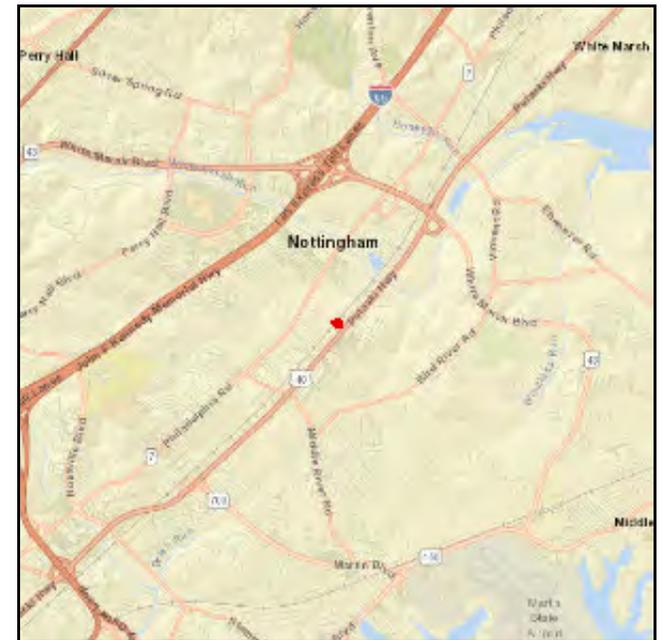
Engineering funds were included in FY 2013. This project has been delayed due to coordination issues with CSX and right of way acquisition.

Justification:

This replacement project will re-establish a vital link between MD 7 and US 40 and eventually become part of the overall Campbell Boulevard corridor. This corridor is needed for existing and planned development in this area of eastern Baltimore County.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Mohrs Lane Bridge No. B-0143 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,600	\$2,700	\$0	\$0	\$0	\$0	\$12,300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$9,600	\$2,700	\$0	\$0	\$0	\$0	\$12,300
Total	\$0	\$0	\$9,600	\$2,700	\$0	\$0	\$0	\$0	\$12,300

Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad

TIP ID	13-1012-13	Year of Operation	2024
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P280	Est. Total Cost	\$5,500,000

Description:

This project includes replacing the deck and superstructure, and rehabilitation of the overall structure. The existing bridge has two 5-foot wide sidewalks and two 6-foot shoulders. The new structure will continue to have 5-foot sidewalks and 6-foot shoulders.

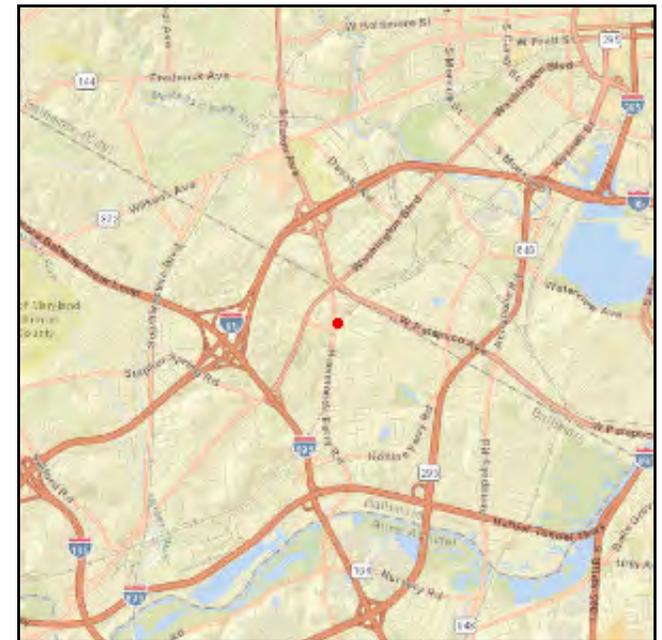
Engineering funds were included in FY 2013.

Justification:

Bridge No. B-0100 on Hammonds Ferry Road is a two span, steel girder bridge in poor condition per National Bridge Inspection Standard (NBIS) criteria. Remedial repairs have been undertaken to the superstructure as temporary actions. Replacing the superstructure and deck and rehabilitating the substructure will remove the poor rating from the bridge and provide an estimated 50+ years of service life.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,944	\$986	\$0	\$0	\$4,930
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$3,944	\$986	\$0	\$0	\$4,930
Total	\$0	\$0	\$0	\$0	\$3,944	\$986	\$0	\$0	\$4,930

Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

TIP ID	13-1105-13	Year of Operation	2028
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	207P279	Est. Total Cost	\$3,300,000

Description:

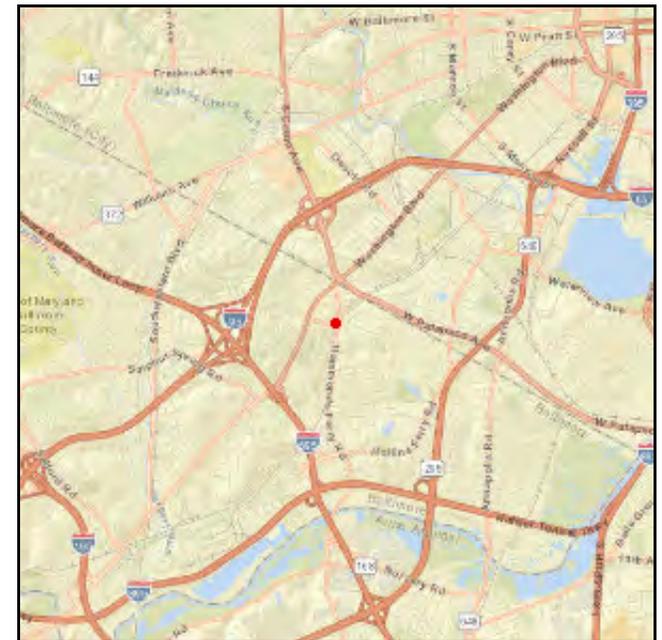
This project includes replacing the deck and superstructure and rehabilitation of the substructure. The existing structure carries 4 lanes of traffic and two 5-foot sidewalks. The proposed structure will maintain the same cross section.

Justification:

Bridge No. B-0110 on Lansdowne Boulevard is a two span, steel girder bridge rated in poor condition per National Bridge Inspection Standards (NBIS) criteria. Replacing the deck and superstructure and rehabilitating the substructure will remove the poor rating from the bridge and provide an estimated 50+ years of service life.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$640	\$160	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$640	\$160	\$0	\$0	\$800
Total	\$0	\$0	\$0	\$0	\$640	\$160	\$0	\$0	\$800

Piney Grove Road Bridge No. B-0140 over CSX railroad

TIP ID	13-1107-13	Year of Operation	2032
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 Lanes
CIP or CTP ID(s)	207P237	Est. Total Cost	\$4,100,000

Description:

This project will replace the existing 44' long, 16' wide timber bridge carrying a single lane of traffic over CSX railroad tracks. There are no sidewalks on the approaches or existing bridge, but the need for sidewalks will be evaluated during preliminary design.

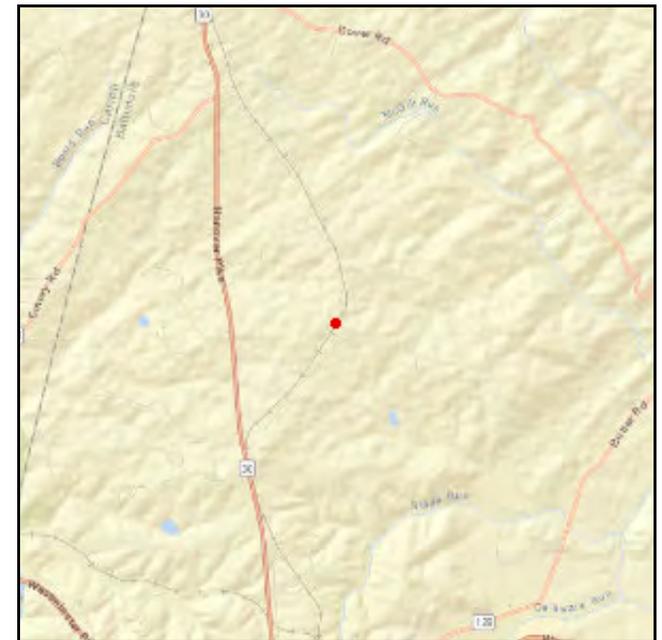
CSX currently owns and maintains the bridge. Prior to beginning engineering for this project, ownership will be transferred from CSX to Baltimore County.

Justification:

Bridge No. B-0140 on Piney Grove Road is a three span, timber beam bridge in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. Both the deck and the substructure are rated poor. The bridge is posted for a weight restriction and is on a yearly inspection cycle.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Piney Grove Road Bridge No. B-0140 over CSX railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$480	\$120	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$480	\$120	\$600
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$480	\$120	\$600

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

TIP ID	13-1108-13	Year of Operation	2030
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	207P278	Est. Total Cost	\$8,400,000

Description:

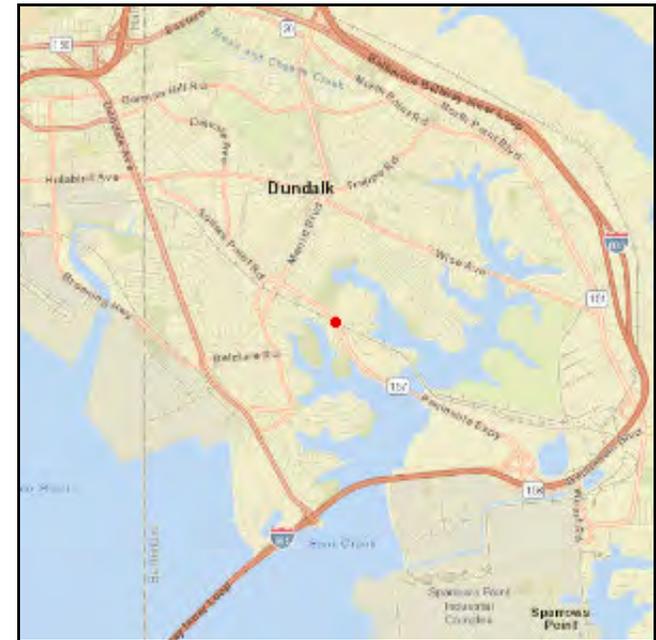
This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures have 3 foot wide shoulders on both sides. The width of shoulders and need for sidewalks will be evaluated during preliminary design.

Justification:

Bridge No. B-0119 on Peninsula Expressway is a dual (one eastbound, one westbound), three span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. A pre-design study will be required to determine if the structures should be rehabilitated or totally replaced.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Peninsula Expressway Bridge No. B-0119 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$1,000
Total	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$1,000

Sparks Road Bridge No. B-0018 over Gunpowder Falls

TIP ID	13-1206-13	Year of Operation	2024
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P002	Est. Total Cost	\$550,000

Description:

This project includes cleaning and painting of the historic truss bridge carrying Sparks Road over Gunpowder Falls. The project includes no structural modifications.

Justification:

The existing paint coating is deteriorated and in need of replacement.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Sparks Road Bridge No. B-0018 over Gunpowder Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$40	\$10	\$0	\$0	\$0	\$0	\$50
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$40	\$10	\$400	\$100	\$0	\$0	\$550
Total	\$0	\$0	\$40	\$10	\$400	\$100	\$0	\$0	\$550

Golden Ring Road Bridge No. B-0110 over Stemmers Run

TIP ID	13-1208-13	Year of Operation	2027
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P002	Est. Total Cost	\$2,600,000

Description:

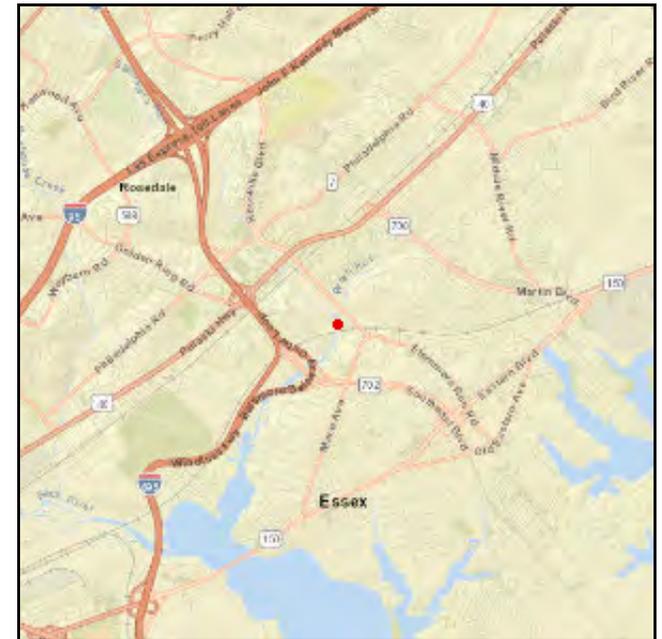
This project includes replacement of the bridge carrying Golden Ring Road over Stemmers Run. The proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks will be evaluated during preliminary design.

Justification:

Bridge No. B-0110 on Golden Ring Road is a single span, concrete arch bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The superstructure is rated poor per the NBIS condition ratings. The bridge is posted with weight restrictions and is on an annual inspection cycle.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Golden Ring Road Bridge No. B-0110 over Stemmers Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
Total	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600

Rolling Road Bridge No. B-0358 over Branch of Dead Run

TIP ID	13-1209-13	Year of Operation	2031
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	207P002	Est. Total Cost	\$2,000,000

Description:

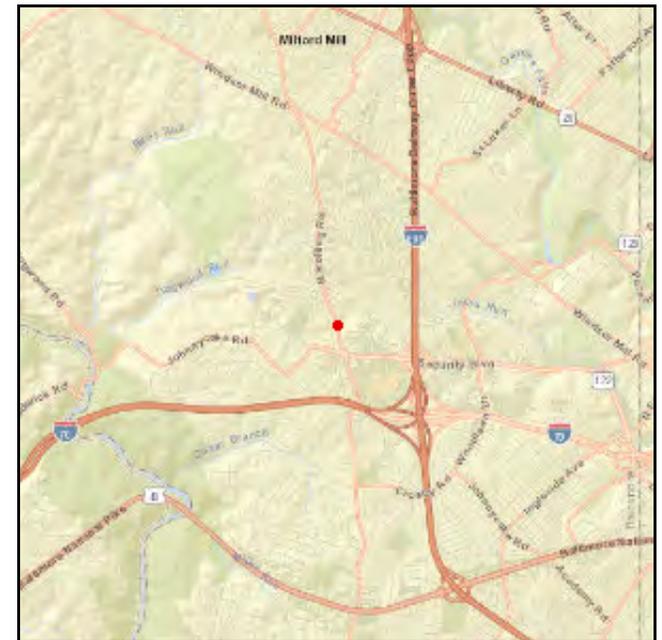
This project includes replacement of the bridge carrying Rolling Road over a branch of Dead Run. The proposed structure will have 5 foot wide sidewalks along both sides of the road and tie into the existing roadway conditions.

Justification:

Bridge No. B-0358 on Rolling Road is a two cell reinforced concrete box culvert in poor condition per National Bridge Inspection Standards (NBIS) criteria. This replacement project will remove the poor condition rating, resulting in a structure with a 75+ year service life.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2022 - 2025 Transportation Improvement Program

Rolling Road Bridge No. B-0358 over Branch of Dead Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500

Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road

TIP ID	13-1701-13	Year of Operation	2029
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	207P279	Est. Total Cost	\$5,600,000

Description:

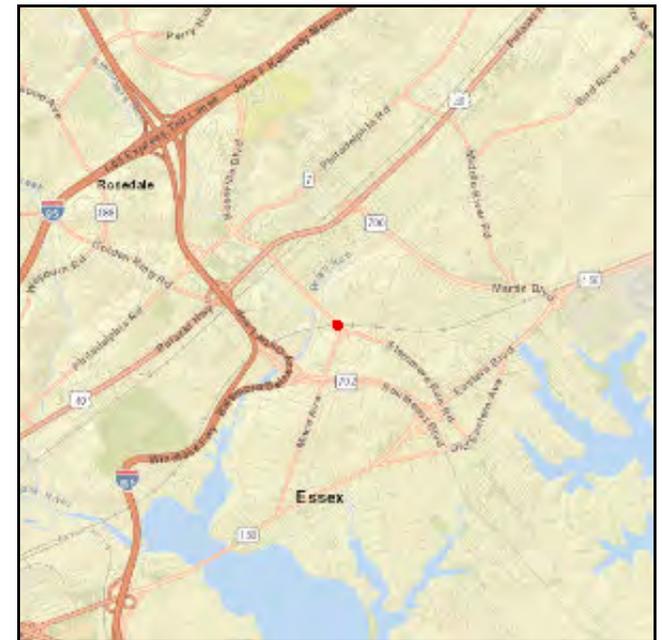
This project includes rehabilitation of the bridge carrying Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck. Shoulder widths will be evaluated during preliminary design.

Justification:

Bridge No. B-0132 on Rossville Boulevard is a four-span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The substructure is rated poor per NBIS condition ratings. A preliminary study will be necessary to determine if the existing bridge can be rehabilitated or if a total replacement is necessary.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800
Total	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800

Bridge Inspection Program

TIP ID	13-8901-14	Year of Operation	Ongoing
Agency	Baltimore County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$6,300,000

Description:

This project includes countywide inspection of all bridges as federally mandated as well as review of countywide bridge inspection reports.

Justification:

This is a federally mandated federal-aid program requiring routine inspection of all bridges over 20 feet every two years. Interim, post-flood and special inspections, scour evaluations, and load rating investigations are also part of this project.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 9. Promote Informed Decision Making





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,200	\$0	\$6,300
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,200	\$0	\$6,300
Total	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,200	\$0	\$6,300

Shepherds Mill Road Bridge over Little Pipe Creek

TIP ID	14-1102-13	Year of Operation	2022
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$4,101,450

Description:

This project includes replacement of the existing 3-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes with 3' shoulders on each side of the road.

Engineering funds were approved in FY 2011.

Justification:

This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Shepherds Mill Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,993	\$748	\$0	\$0	\$0	\$0	\$0	\$0	\$3,741
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,993	\$748	\$0	\$0	\$0	\$0	\$0	\$0	\$3,741
Total	\$2,993	\$748	\$0	\$0	\$0	\$0	\$0	\$0	\$3,741

Stone Chapel Road Bridge over Little Pipe Creek

TIP ID	14-1103-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,440,000

Description:

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The bridge geometry and lane configuration will be determined during initial design. The total cost of this project increased from \$922,000 to \$1,440,000 due to changing from a bridge rehabilitation to a bridge replacement project.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds are to complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Stone Chapel Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$712	\$178	\$890
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$440	\$110	\$0	\$0	\$0	\$0	\$0	\$0	\$550
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$440	\$110	\$0	\$0	\$0	\$0	\$712	\$178	\$1,440
Total	\$440	\$110	\$0	\$0	\$0	\$0	\$712	\$178	\$1,440

Babylon Road Bridge over Silver Run

TIP ID	14-1601-13	Year of Operation	2026
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,896,000

Description:

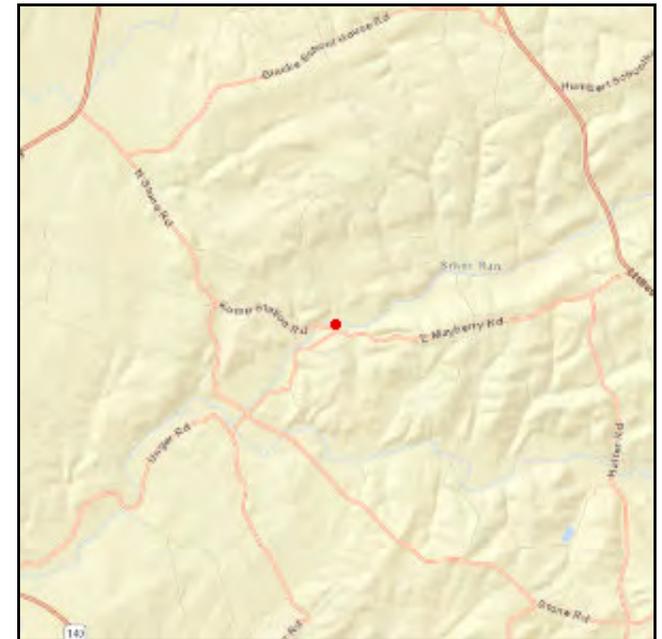
This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The planned lane configuration consists of two 10'-4" wide shared use lanes, with no designated shoulders. The estimated total cost increased from \$1.01 million to \$1.896 million to account for the current Engineer's Cost Estimate including escalation to the year of construction.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Babylon Road Bridge over Silver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Total	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400

Gaither Road Bridge over South Branch Patapsco River

TIP ID	14-1602-13	Year of Operation	2029
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,560,000

Description:

This project includes rehabilitation of the existing bridge with a new superstructure (type TBD) to provide efficient access for local traffic and emergency service vehicles. The bridge geometry and lane configuration will be determined during initial design.

Justification:

The replacement of the superstructure will provide a long-term solution to the issues associated with an Acrow panel structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in satisfactory condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Gaither Road Bridge over South Branch Patapsco River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$371	\$92	\$463
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$371	\$92	\$463
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$371	\$92	\$463

McKinstry's Mill Road Bridge over Sam's Creek

TIP ID	14-1603-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,465,000

Description:

This project includes replacement of the existing bridge with a new structure (type TBD) to provide efficient access for local traffic and emergency service vehicles. The bridge geometry and lane configuration will be determined during initial design. The estimated total cost has been updated from \$1.147 million to \$1.465 million to account for funds approved by FHWA and escalating the construction cost to the anticipated year of construction.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





McKinstry's Mill Road Bridge over Sam's Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$732	\$183	\$915
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$440	\$110	\$0	\$0	\$0	\$0	\$0	\$0	\$550
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$440	\$110	\$0	\$0	\$0	\$0	\$732	\$183	\$1,465
Total	\$440	\$110	\$0	\$0	\$0	\$0	\$732	\$183	\$1,465

Hughes Shop Road Bridge over Bear Branch

TIP ID	14-1802-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,079,000

Description:

This project includes replacement of the existing bridge with a new structure (type TBD). The bridge geometry and lane configuration will be determined during initial design. The estimated total cost has been updated from \$1.697 million to \$2.079 million to reflect funds designated by FHWA and to escalate the construction costs forward to the anticipated year of construction.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Hughes Shop Road Bridge over Bear Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223	\$305	\$1,528
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$440	\$110	\$0	\$0	\$0	\$0	\$0	\$0	\$550
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$440	\$110	\$0	\$0	\$0	\$0	\$1,223	\$305	\$2,078
Total	\$440	\$110	\$0	\$0	\$0	\$0	\$1,223	\$305	\$2,078

Old Keys Mill Road Culvert over Beaver Run

TIP ID	14-2101-13	Year of Operation	2028
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,383,000

Description:

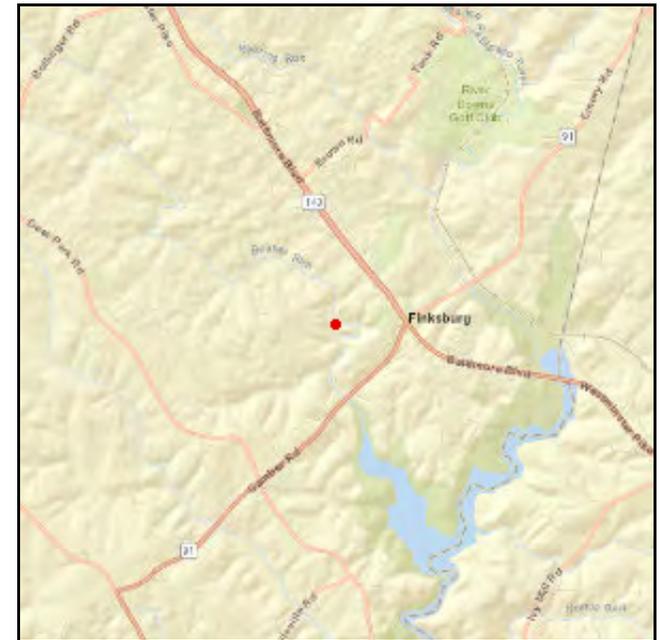
This project includes replacement of a 3-cell riveted steel structure plate pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The existing bridge is rated in fair condition. However, progression of defects continues. The original structure was constructed in 1974 and is nearing its life end. A replacement will address the condition issues and any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Old Kays Mill Road Culvert over Beaver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$433	\$108	\$541
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$433	\$108	\$541
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$433	\$108	\$541

Brown Road Culvert over Roaring Run

TIP ID	14-2102-13	Year of Operation	2026
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,282,000

Description:

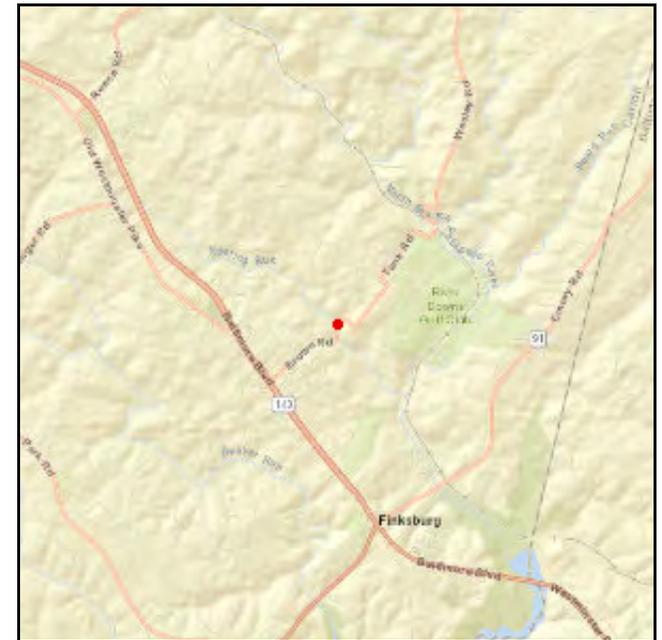
This project includes replacement of a 3-cell corrugated steel pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The overall condition of the existing structure is poor. The inspection report recommends replacement. A replacement will address the condition issues and any functional obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Brown Road Culvert over Roaring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$424	\$106	\$0	\$0	\$530
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$424	\$106	\$0	\$0	\$530
Total	\$0	\$0	\$0	\$0	\$424	\$106	\$0	\$0	\$530

McKinstry's Mill Road over Little Pipe Creek

TIP ID	14-2103-13	Year of Operation	2027
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,195,000

Description:

This project includes replacement of a single span steel beam bridge. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The overall condition of the existing structure is poor. A replacement will address the condition issues and any functional obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





McKinstry's Mill Road over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$373	\$93	\$466
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$373	\$93	\$466
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$373	\$93	\$466

Bridge Inspection Program

TIP ID	14-9401-14	Year of Operation	Ongoing
Agency	Carroll County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,350,000

Description:

This project includes a field inspection of 133 county owned and maintained structures and completion and submittal of inspection reports to county and state agencies for each structure.

Justification:

This project ensures compliance with the National Bridge Inspection Program, preserves highway infrastructure, and maintains safety.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 9. Promote Informed Decision Making





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$665	\$0	\$0	\$0	\$685	\$0	\$0	\$0	\$1,350
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$665	\$0	\$0	\$0	\$685	\$0	\$0	\$0	\$1,350
Total	\$665	\$0	\$0	\$0	\$685	\$0	\$0	\$0	\$1,350

Abingdon Road Bridge #169 over CSX Railroad

TIP ID	15-1001-13	Year of Operation	2025
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H104501	Est. Total Cost	\$7,702,000

Description:

This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Five foot shoulders are planned on both sides of the bridge. The total estimated cost has increased from \$4.48 million to \$7.7 million as a result of design revisions and utility relocations.

Engineering funds through NEPA approval were authorized in FY 2021. FY 2022 engineering funds are to complete final design.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies that include substandard railings and curbs, a deteriorating deck and deteriorating beams. The bridge is currently rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Abingdon Road Bridge #169 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,440	\$1,360	\$0	\$0	\$6,800
OTH	\$0	\$0	\$0	\$0	\$120	\$30	\$0	\$0	\$150
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$0	\$0	\$5,560	\$1,390	\$0	\$0	\$7,450
Total	\$400	\$100	\$0	\$0	\$5,560	\$1,390	\$0	\$0	\$7,450

Stafford Road Bridge #24 over Deer Creek

TIP ID	15-1501-13	Year of Operation	2023
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H154502	Est. Total Cost	\$3,100,000

Description:

This project includes replacement of the entire bridge superstructure including the bridge deck and steel beams. The current sufficiency rating is 52.3. A four foot shoulder is planned on the east side of the bridge.

Engineering funds were included in FY 2018. Additional engineering funds were included in FY 2020 to account for a design change from a deck replacement to a replacement of the entire superstructure.

Justification:

The bridge, built in 1950, shows numerous deficiencies and areas of deterioration. Replacing the bridge superstructure will extend its useful life for another 50 to 75 years.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Stafford Road Bridge #24 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,160	\$540	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700
OTH	\$40	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,200	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800
Total	\$2,200	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800

Glenville Road Bridge #30 over Mill Brook

TIP ID	15-1601-13	Year of Operation	2025
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)	H164501	Est. Total Cost	\$1,810,000

Description:

This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Three foot shoulders are planned on both sides of the road.

Engineering funds through NEPA were authorized in FY 2021. FY 2023 engineering funds are for the completion of final design.

Justification:

The existing bridge is a single lane, steel beam, concrete deck structure. The existing concrete deck, exterior beams, and wingwalls are severely deteriorated and there is evidence of scour under the western abutment. The overall bridge rating is fair.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Glenville Road Bridge #30 over Mill Brook

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$980	\$245	\$0	\$0	\$1,225
OTH	\$0	\$0	\$0	\$0	\$60	\$15	\$0	\$0	\$75
ENG	\$0	\$0	\$340	\$85	\$0	\$0	\$0	\$0	\$425
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$0	\$50	\$340	\$85	\$1,040	\$260	\$0	\$0	\$1,775
Total	\$0	\$50	\$340	\$85	\$1,040	\$260	\$0	\$0	\$1,775

Grier Nursery Road Bridge #43 over Deer Creek

TIP ID	15-2001-13	Year of Operation	2025
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H204520	Est. Total Cost	\$2,500,000

Description:

This project includes replacement of the entire superstructure for the Grier Nursery Road bridge over Deer Creek. The bridge will not include sidewalks but will include shoulders (width TBD during engineering).

Engineering funds through NEPA were authorized in fall 2020. FY 2022 engineering funds are for completion of final design.

Justification:

The deck is in poor condition. The project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Grier Nursery Road Bridge #43 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,440	\$360	\$0	\$0	\$1,800
OTH	\$0	\$0	\$0	\$0	\$80	\$20	\$0	\$0	\$100
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$320	\$130	\$0	\$0	\$1,520	\$380	\$0	\$0	\$2,350
Total	\$320	\$130	\$0	\$0	\$1,520	\$380	\$0	\$0	\$2,350

Hookers Mill Road Bridge #13 over Bynum Run

TIP ID	15-2002-13	Year of Operation	2024
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H204521	Est. Total Cost	\$3,250,000

Description:

This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include a 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders. 5-foot sidewalks will be placed directly behind the curb on both sides of Hookers Mill Road. The bridge section will be evaluated during preliminary design to determine if a sidewalk will be placed on one or both sides of the bridge.

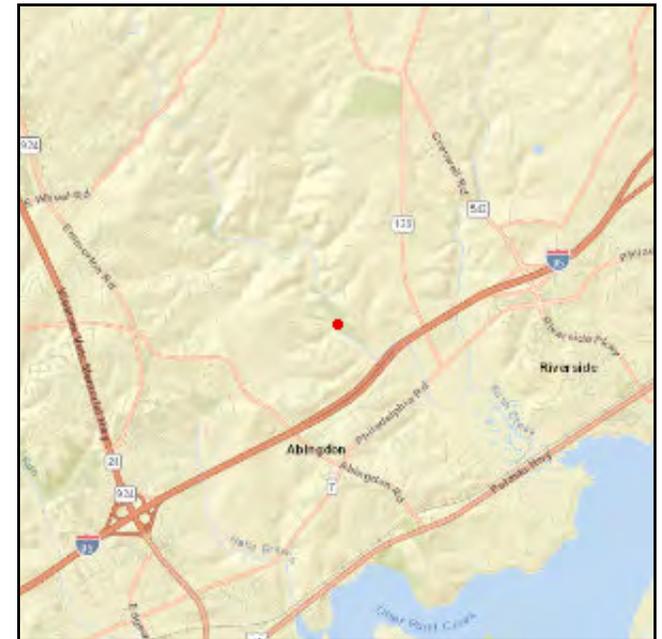
Engineering funds were authorized in FY 2021. FY 2023 engineering funds are for the completion of final design.

Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The Current bridge is rated poor.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Hookers Mill Road Bridge #13 over Bynum Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,000	\$500	\$0	\$0	\$0	\$0	\$2,500
OTH	\$0	\$0	\$120	\$30	\$0	\$0	\$0	\$0	\$150
ENG	\$0	\$0	\$380	\$95	\$0	\$0	\$0	\$0	\$475
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$0	\$50	\$2,500	\$625	\$0	\$0	\$0	\$0	\$3,175
Total	\$0	\$50	\$2,500	\$625	\$0	\$0	\$0	\$0	\$3,175

Madonna Road Bridge #113 over Deer Creek

TIP ID	15-2101-13	Year of Operation	2025
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)	H214505	Est. Total Cost	\$3,650,000

Description:

This project includes replacement of the entire bridge that carries Madonna Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering).

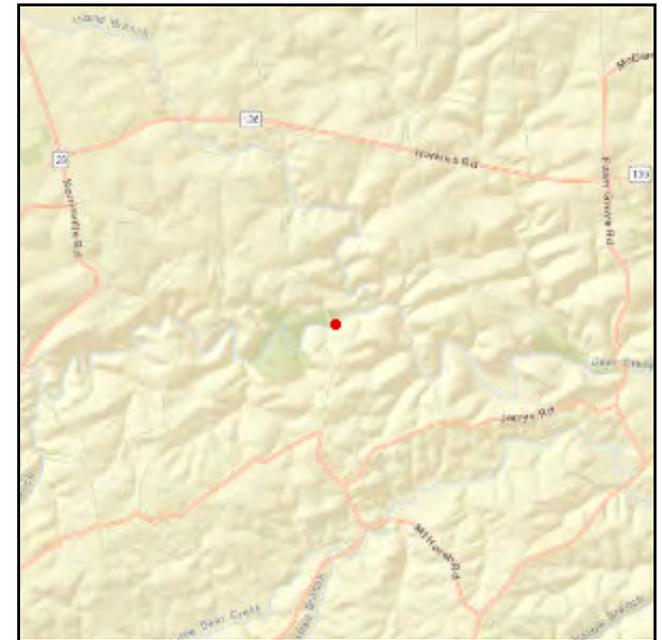
Engineering funds in FY 2022 are for preliminary engineering through the NEPA phase. FY 2023 engineering funds are for final design.

Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Madonna Road Bridge #113 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$500	\$2,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$30	\$150
ENG	\$400	\$100	\$360	\$90	\$0	\$0	\$0	\$0	\$950
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$400	\$150	\$360	\$90	\$0	\$0	\$2,120	\$530	\$3,650
Total	\$400	\$150	\$360	\$90	\$0	\$0	\$2,120	\$530	\$3,650

St. Clair Bridge Road Bridge #100 over Deer Creek

TIP ID	15-2102-13	Year of Operation	2028
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,425,000

Description:

This project includes replacement of the deck of the bridge carrying St. Clair Bridge Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous estimated total cost of \$500,000 was for engineering only. The estimated total cost has been updated to reflect the full scope of work.

Justification:

The bridge deck is rated in fair condition. It is being replaced now to extend the useful life of the bridge and to avoid a full replacement. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





St. Clair Bridge Road Bridge #100 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500

Stafford Road Bridge #162 over Buck Branch

TIP ID	15-2103-13	Year of Operation	2027
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,425,000

Description:

This project includes replacement of the deck of the bridge carrying Stafford Road over Buck Branch. The scope of work includes replacement of the superstructure as the superstructure is rated in fair condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous estimated total cost of \$400,000 included only the cost of engineering. The estimated total cost has been updated to reflect the full scope of work.

Justification:

The deck is in poor condition and the superstructure is in fair condition. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Stafford Road Bridge #162 over Buck Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$320	\$80	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$25	\$0	\$0	\$25
Subtotal	\$0	\$0	\$320	\$80	\$0	\$25	\$0	\$0	\$425
Total	\$0	\$0	\$320	\$80	\$0	\$25	\$0	\$0	\$425

Trappe Church Road Bridge #161 over Hollands Branch

TIP ID	15-2104-13	Year of Operation	2027
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,850,000

Description:

This project includes full replacement of the of the bridge carrying Trappe Church Road over Hollands Branch. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous estimated total cost of \$300,000 included engineering only. It has been updated to reflect the full scope of work for the project.

Justification:

The deck, superstructure, and substructure are all in poor condition. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Trappe Church Road Bridge #161 over Hollands Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Subtotal	\$400	\$100	\$0	\$50	\$0	\$0	\$0	\$0	\$550
Total	\$400	\$100	\$0	\$50	\$0	\$0	\$0	\$0	\$550

Moores Road Bridge #78 over a tributary to Gunpowder Falls

TIP ID	15-2201-13	Year of Operation	2027
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,200,000

Description:

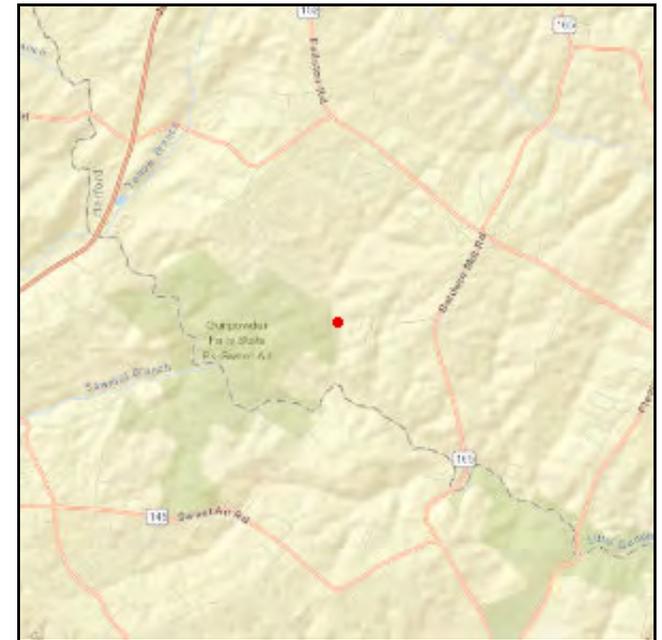
This project includes replacement of the entire structure carrying Moores Road over a tributary to Gunpowder Falls. The inclusion of sidewalks and shoulders will be determined during engineering. The project also includes realignment of the approach roadways for improved safety.

Justification:

The existing bridge is situated on a sharp curve and is very narrow. The wingwalls, deck and beams are deteriorating. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Moores Road Bridge #78 over a tributary to Gunpowder Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50
Subtotal	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$50	\$550
Total	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$50	\$550

Hess Road Bridge #81 over Yellow Branch

TIP ID	15-2202-13	Year of Operation	2029
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$500,000

Description:

This project includes replacement of bridge #81 carrying Hess Road over Yellow Branch. Shoulders will be included as part of the bridge replacement (width to be determined during preliminary engineering). Sidewalks will not be included on the bridge.

The estimated total cost includes only the cost of engineering and will be updated when the scope of work is fully defined.

Justification:

The existing bridge is narrow and has a deteriorated deck and beams. The current bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Hess Road Bridge #81 over Yellow Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500

Bridge Inspection Program

TIP ID	15-9411-14	Year of Operation	Ongoing
Agency	Harford County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H054501	Est. Total Cost	\$5,100,000

Description:

This federal program provides funding for the inspection of bridges in Harford County.

Justification:

Federal law mandates the inspection of all bridges over 20 feet clear span on a two-year cycle. The bridge inspection data is analyzed to develop priorities for bridge repairs & replacements. As of 2020, Harford County inspects a total of 245 bridges. 158 bridges are longer than 20 feet and are inspected with federal funding.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 9. Promote Informed Decision Making





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,500	\$0	\$0	\$0	\$1,700	\$0	\$1,900	\$0	\$5,100
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,500	\$0	\$0	\$0	\$1,700	\$0	\$1,900	\$0	\$5,100
Total	\$1,500	\$0	\$0	\$0	\$1,700	\$0	\$1,900	\$0	\$5,100

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

TIP ID	16-1410-41	Year of Operation	2025
Agency	Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	4 to 6 lanes, 6300 feet
CIP or CTP ID(s)	J-4222	Est. Total Cost	\$12,275,000

Description:

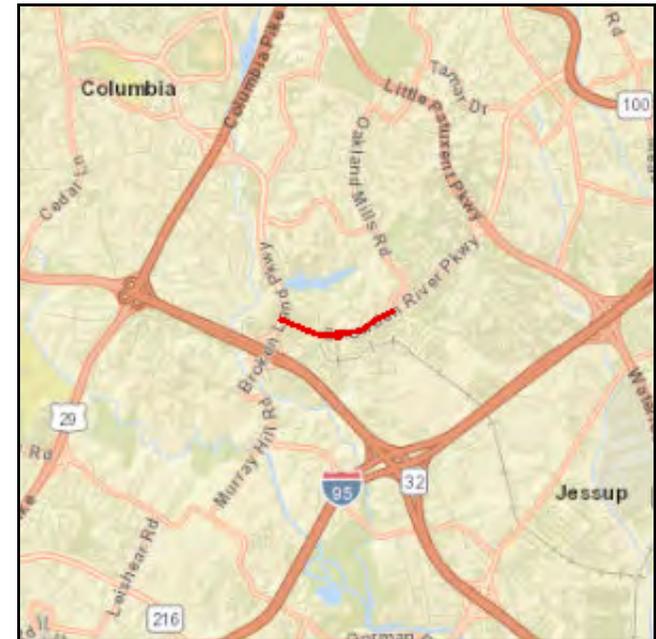
This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate ten-foot wide shared use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax backed bonds).

Justification:

This project will develop the third lane on each side between these two intersections to increase the capacity of the roadway and improve level of service to county standards. This project was requested by the Traffic Division.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$2,750	\$0	\$0	\$2,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$50	\$0	\$0	\$50
Subtotal	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
Total	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000

US 29/Broken Land Parkway Interchange and North South Connector Road

TIP ID	16-1901-42	Year of Operation	2023
Agency	Howard County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Major Collector
Conformity Status	Not Exempt	Physical Data	3.1 miles of new lanes on ramps and new roadways
CIP or CTP ID(s)	CO-319	Est. Total Cost	\$26,950,990

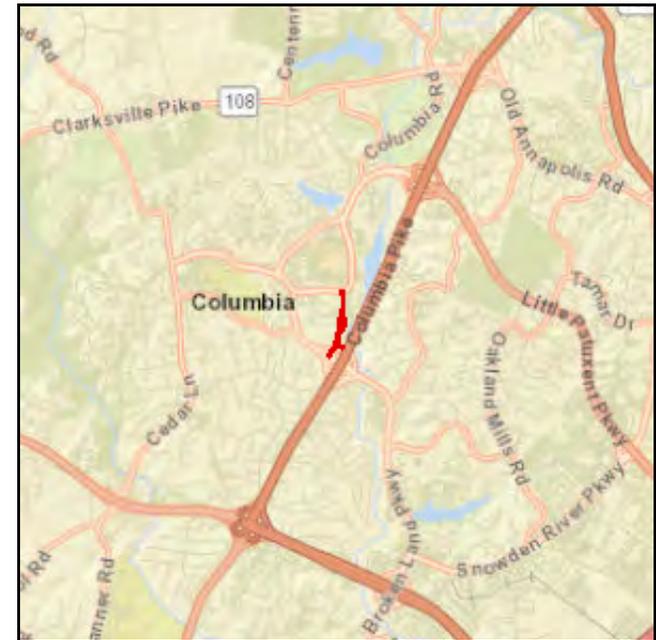
Description:

The project will provide new direct connections from the westbound US 29/Broken Land Parkway interchange ramp to a new road (Merriweather Drive) and to Little Patuxent Parkway. The project will also provide a direct connection from Merriweather Drive to Broken Land Parkway, including configuring the north and south bound US 29 ramps at Broken Land Parkway into a signalized intersection. The project will also remove an existing ramp from Broken Land Parkway to US 29 southbound.

The project will be funded locally through the recently approved tax increment financing (TIF) district.

Justification:

The new US 29/Broken Land Parkway north/south collector road connection to Little Patuxent Parkway is needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity to meet the future growth and development as outlined in Downtown Columbia. The project will address the future traffic demand along the Broken Land Parkway link from US 29 to downtown Columbia by providing an additional access and new central link to downtown Columbia for traffic from points southeast of Columbia and primarily for US 29 traffic to and from the south.



Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



US 29/Broken Land Parkway Interchange and North South Connector Road

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$12,825	\$0	\$12,826	\$0	\$0	\$0	\$0	\$25,651
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$12,825	\$0	\$12,826	\$0	\$0	\$0	\$0	\$25,651
Total	\$0	\$12,825	\$0	\$12,826	\$0	\$0	\$0	\$0	\$25,651

Bridge Repair and Deck Replacement

TIP ID	16-0436-13	Year of Operation	Ongoing
Agency	Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	Various projects	Est. Total Cost	\$14,476,000

Description:

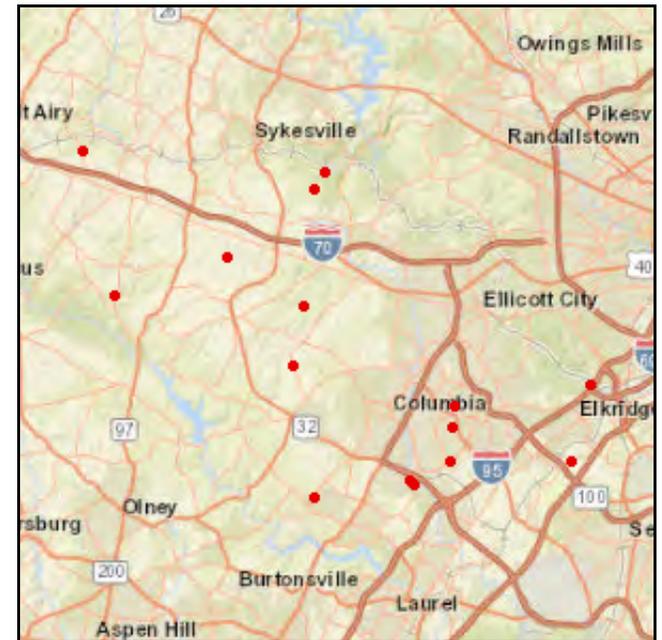
This project is to repair/replace bridge decks with a mix of county match and federal funding. The project also includes emergency structure reconstruction. The following bridges are included: River Road over Rockburn Branch; Henryton Road over tributary to the Patapsco River (HO-0105); Pindell School Road over Hammond Branch; Daisy Road over Little Cattail Creek; Pfefferkorn Road over Middle Patuxent River; Carroll Mill Road over Benson Branch; Sheppard Lane over Middle Patuxent River; Watersville Road over Hay Meadow Branch; Henryton Road over tributary to Patapsco River (HO-0053); Old Montgomery Road over Lake Elkhorn Branch; Tamar Drive over Little Patuxent River; Snowden River Pkwy over Robert Fulton Dr (SB & NB); Guilford Road over Middle Patuxent River; Park Circle Drive over Deep Run; Broken Land Pkwy over Little Patuxent River

Justification:

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Bridge Repair and Deck Replacement

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,906	\$3,214	\$5,869	\$1,467	\$0	\$0	\$0	\$0	\$13,456
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$1,020	\$0	\$0	\$0	\$0	\$1,020
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,906	\$3,214	\$5,869	\$2,487	\$0	\$0	\$0	\$0	\$14,476
Total	\$2,906	\$3,214	\$5,869	\$2,487	\$0	\$0	\$0	\$0	\$14,476

I-95 Fort McHenry Tunnel: Port Covington Access

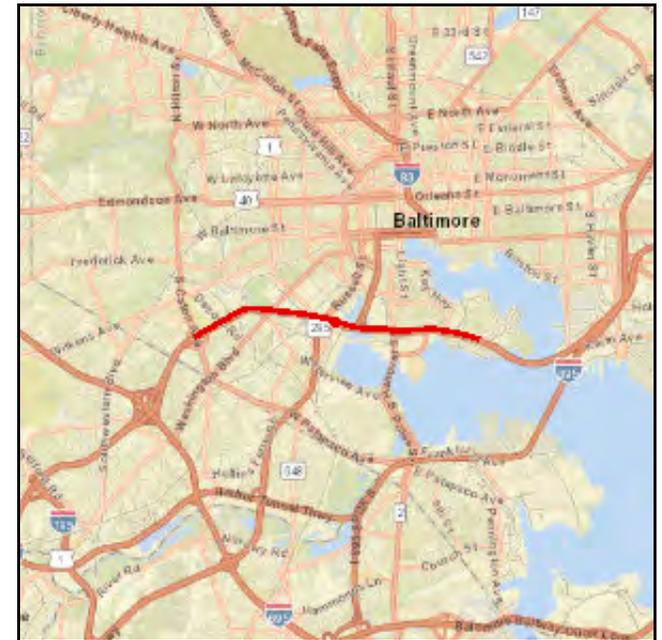
TIP ID	22-1901-45	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	Interchange ramp added or widened
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7 miles, 8 lanes
CIP or CTP ID(s)	MDTA-9	Est. Total Cost	\$495,000,000

Description:

MDTA and Baltimore City have developed a suite of improvements to I-95 ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway. The total project cost is estimated to be \$495 million, with completion anticipated in 2029. The first phase of this project was MDTA's funding and oversight of the project's planning, with a NEPA study that is anticipated to be complete in 2021. Future planning efforts will be funded by a private developer. MDTA construction funding is anticipated in FY 2024 and would be MDTA's match for a potential future INFRA Grant.

Justification:

The improvements will support local and regional economic development in Baltimore and the region. They will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway. The improvements will also increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.



Connection to Long-Range Transportation Planning Goals:

- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



I-95 Fort McHenry Tunnel: Port Covington Access

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
Total	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

TIP ID	22-2201-19	Year of Operation	2027
Agency	Maryland Transportation Authority	Project Type	Other
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	4 mainline lanes maintained, 4 new 0.7 mile CD lanes
CIP or CTP ID(s)	CTP Page 503	Est. Total Cost	\$102,000,000

Description:

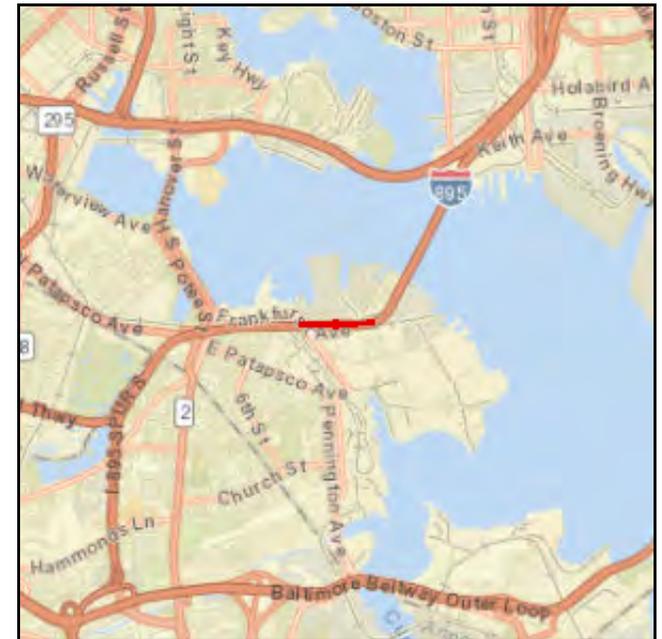
The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and installation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. The project will provide two lanes of barrier-separated mainline through-traffic in each direction along I-895 between the K-Truss bridge and the Baltimore Harbor Tunnel. In addition, a two lane barrier-separated collector distributor road will be installed in each direction adjacent to the mainline traffic lane between the I-895 interchanges with Frankfurst Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfurst Avenue, replacing the I-895 bridge over Childs Street, and removing the I-895 bridge over the toll facility campus storage area. The project is funded with MDTA toll revenues.

Justification:

This project will improve travel speeds by eliminating vehicle queues and maintaining a consistent number of travel lanes on I-895 between the K-Truss bridge and the tunnel. It will also improve safety by reducing crash risk and MDTA employee exposure to traffic flows. The risk of bridge strikes and associated repairs will be reduced as well. Finally, fuel consumption and vehicle emissions will be reduced by providing more constant travel speeds.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24	\$24
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$800	\$0	\$1,000	\$0	\$700	\$0	\$0	\$2,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$500
Subtotal	\$0	\$800	\$0	\$1,000	\$0	\$1,200	\$0	\$24	\$3,024
Total	\$0	\$800	\$0	\$1,000	\$0	\$1,200	\$0	\$24	\$3,024

I-95 Express Toll Lanes Northbound Extension

TIP ID	25-1801-41	Year of Operation	2027
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	11.25 miles, 6 to 8 lanes
CIP or CTP ID(s)	MDTA-1	Est. Total Cost	\$1,100,000,000

Description:

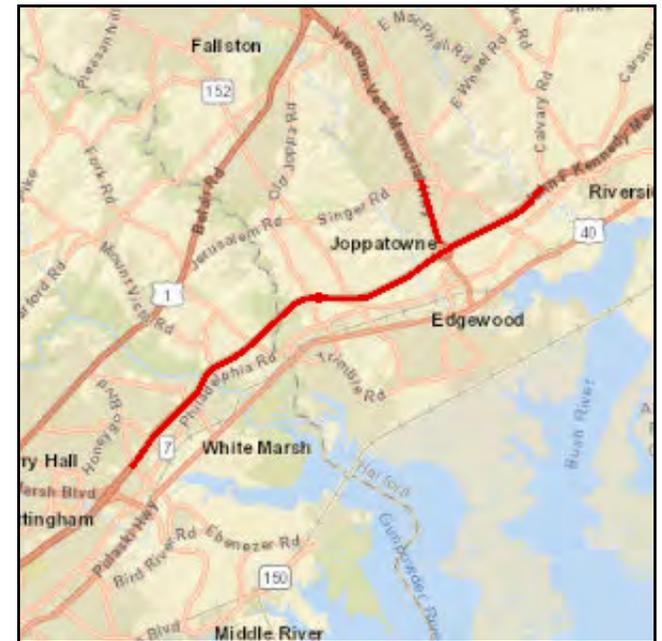
The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of two additional ETLs on I-95 from north of MD 43 to north of MD 24, a distance of more than 11 miles. Tolls are expected to be collected automatically at highway speeds using E-ZPass or Video Tolling. The project also includes: reconstruction of the I-95 interchanges at MD 152 and MD 24 along with a 1.7 mile auxiliary lane between the interchanges; widening MD 24 from two to three lanes from MD 924 to north of Singer Road; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of five noise walls; widening the I-95 northbound bridges over the Big and Little Gunpowder Falls and Winters Run; environmental mitigation; and additional safety improvements.

Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. An Intelligent Transportation System (ITS) will allow MDTA to better operate the ETLs and general purpose lanes while addressing transportation safety along I-95. The construction of additional noise walls will address community needs.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





I-95 Express Toll Lanes Northbound Extension

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$181,069	\$0	\$206,915	\$0	\$142,617	\$0	\$97,487	\$628,088
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$9,587	\$0	\$6,502	\$0	\$1,493	\$0	\$0	\$17,582
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$190,656	\$0	\$213,417	\$0	\$144,110	\$0	\$97,487	\$645,670
Total	\$0	\$190,656	\$0	\$213,417	\$0	\$144,110	\$0	\$97,487	\$645,670

I-95 Southbound Part-Time Shoulder Usage

TIP ID	25-2101-41	Year of Operation	2025
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	5.4 miles, 3 to 4 lanes (3 + Left Shoulder)
CIP or CTP ID(s)		Est. Total Cost	\$21,900,000

Description:

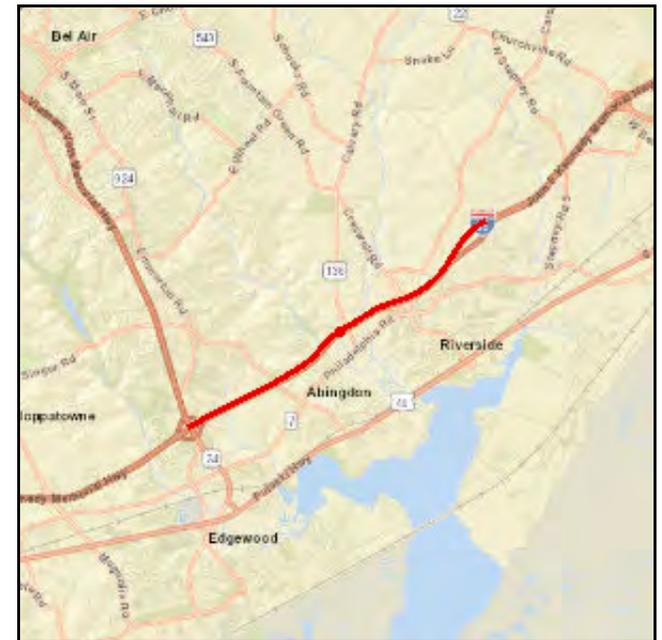
This project will provide for the part-time use of the 12' left shoulder along I-95 southbound between the Maryland House Travel Plaza and MD 24. It requires restriping I-95 southbound lanes and pavement improvements to the left shoulder lane for approximately 5.4 miles in Harford County. The project will also include the installation of intelligent transportation systems (ITS) devices to deploy a new ITS system, including lane-use control gantries, closed-circuit television cameras, traffic detectors, and dynamic message signs. It will allow for the left shoulder to be dynamically opened and closed based on traffic conditions. The project is funded by MDTA toll revenues.

Justification:

This project will address existing and recurring congestion and safety issues during summer weekends by providing additional capacity on a part-time, as needed basis along I-95 southbound between the Maryland House Travel Plaza and MD 24. It will improve safety by providing additional capacity to reduce congestion-related crashes, as well as reducing potential conflicts at the entrance ramp from Maryland House. This project is an interim phase of implementation of I-95 Section 200 and is the first phase of the I-95 Express Toll Lanes (ETL) Southbound Extension project. The phasing of the project will allow for maximum benefits to be provided in the interim, while minimizing impacts from future construction of the I-95 Express Toll Lanes (ETL) Southbound Extension project.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





I-95 Southbound Part-Time Shoulder Usage

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$702	\$0	\$8,651	\$0	\$10,621	\$19,974
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$494	\$0	\$227	\$0	\$65	\$0	\$0	\$786
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$494	\$0	\$929	\$0	\$8,716	\$0	\$10,621	\$20,760
Total	\$0	\$494	\$0	\$929	\$0	\$8,716	\$0	\$10,621	\$20,760

Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

TIP ID	30-2101-82	Year of Operation	2026
Agency	Maryland Port Administration	Project Type	Facility rehabilitation
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$36,700,000

Description:

This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.

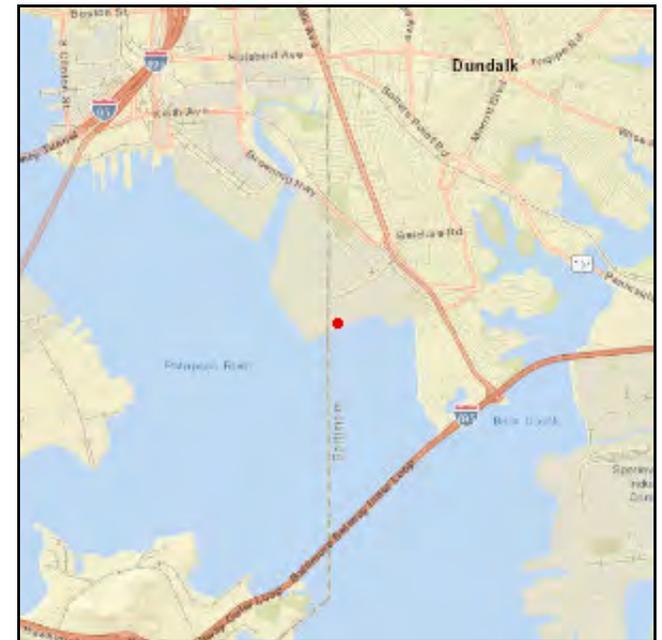
MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete.

Justification:

The project will provide critical flood mitigation improvements at DMT by making improvements to the DMT's infrastructure. The project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the Port's largest and most general cargo facility. The project will also create a more resilient marine terminal and increase the efficiency of cargo movement at the terminal.

Connection to Long-Range Transportation Planning Goals:

- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 6.G Improve System Security -- Plan for transportation-related effects of climate change.





Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

(Funding in Thousands)

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,480	\$9,310	\$3,390	\$9,050	\$2,220	\$5,920	\$33,370
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,480	\$9,310	\$3,390	\$9,050	\$2,220	\$5,920	\$33,370
Total	\$0	\$0	\$3,480	\$9,310	\$3,390	\$9,050	\$2,220	\$5,920	\$33,370

Seagirt Marine Terminal Modernization: Berth Improvements

TIP ID	32-2001-83	Year of Operation	2022
Agency	Maryland Port Administration	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-4	Est. Total Cost	\$32,900,000

Description:

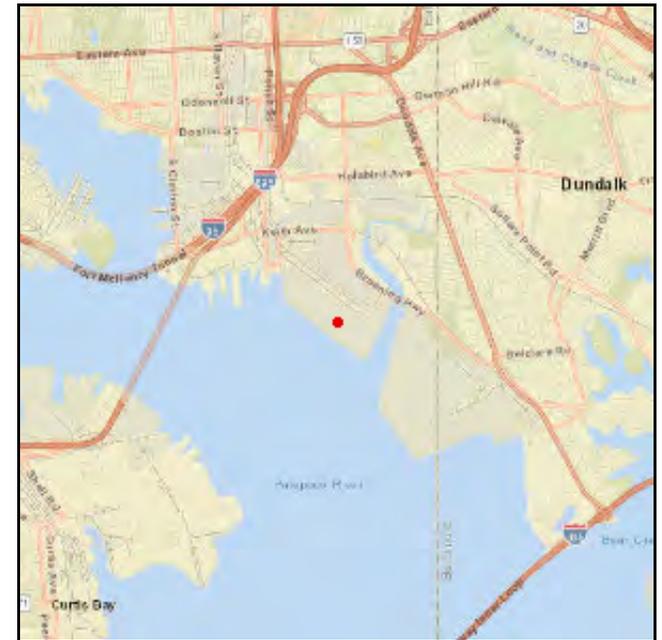
MDOT MPA received a BUILD discretionary grant from the US DOT to modernize Berth 3 at the Seagirt Marine Terminal. As the size of container vessels continues to increase, Baltimore is becoming berth constrained and will soon be excluded from continued international trade growth unless it provides an additional deep-draft berth. This public-private partnership will widen the turning basin and deepen the access channel to Seagirt Berth 3 to 50-foot deep. Ports America Chesapeake is a private partner and tenant with MDOT MPA and will fund berth-side improvements to Seagirt Berth 3. These improvements include construction of a toe-wall, crane tie-downs, new fenders, pavement repairs and concrete RTG runways. The project began in FY 2020 and is funded with a \$6.6 million federal BUILD grant along with \$26.3 million in state and private matching funds (\$7.9 million state/\$18.4 million Ports America).

Justification:

Adding a second berth capable of serving 50-foot draft Ultra Large Container Vessels and the necessary supporting berth-side improvements will: relieve the terminal's berth capacity bottleneck; support the region's cargo growth demand; provide growth opportunities for capturing additional containerized cargo, including the ability to accommodate one additional weekly service immediately and a second additional weekly service within 5 years; increase operational and commercial flexibility; enable vessels to more efficiently move in and out of the terminal; allow MPA to maximize the use of its infrastructure assets; more cost-effectively serve the growing export and import markets in the port of Baltimore's hinterland; reduce MPA's maintenance costs; and reduce the all-in cost to container shipping lines calling at the Port of Baltimore.

Connection to Long-Range Transportation Planning Goals:

- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Seagirt Marine Terminal Modernization: Berth Improvements

(Funding in Thousands)

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$688	\$2,751	\$0	\$0	\$0	\$0	\$0	\$0	\$3,439
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$688	\$2,751	\$0	\$0	\$0	\$0	\$0	\$0	\$3,439
Total	\$688	\$2,751	\$0	\$0	\$0	\$0	\$0	\$0	\$3,439

Howard Street Tunnel

TIP ID	32-2101-83	Year of Operation	2025
Agency	Maryland Port Administration	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	1.7 miles
CIP or CTP ID(s)	MPA-9	Est. Total Cost	\$466,000,000

Description:

The project will create double-stack rail access to and from the Port of Baltimore. It consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore. This work is being done in conjunction with improving the vertical clearance of 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast. Double-stack service is expected to begin in early 2025.

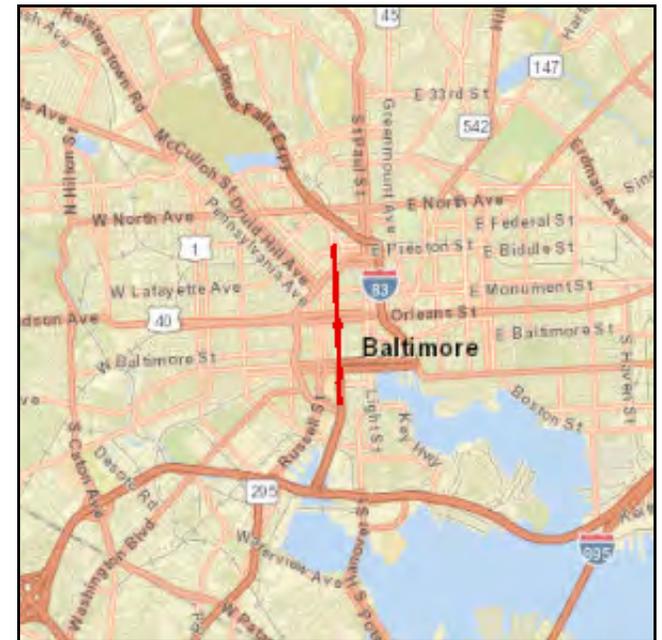
The project is funded with a federal INFRA grant along with matching funds from the state of Maryland (\$202.5 million) and CSX (\$113 million).

Justification:

The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore, addressing a long-standing bottleneck in the national rail network. The improved tunnel will allow the Port of Baltimore to attract more containers, resulting in additional jobs and economic growth for the region. It will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Howard Street Tunnel

(Funding in Thousands)

Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$33,500	\$81,500	\$33,000	\$92,000	\$31,500	\$73,500	\$30,000	\$43,500	\$418,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$33,500	\$81,500	\$33,000	\$92,000	\$31,500	\$73,500	\$30,000	\$43,500	\$418,500
Total	\$33,500	\$81,500	\$33,000	\$92,000	\$31,500	\$73,500	\$30,000	\$43,500	\$418,500

MDOT MTA Transportation Alternatives Program Grants

TIP ID	40-2104-29	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)		Est. Total Cost	\$2,980,000

Description:

This is an ongoing program that includes funds associated with MDOT MTA sponsored projects receiving awards through the Transportation Alternatives Program (TAP). TAP is a set-aside of the Surface Transportation Block Grant Program. When transferred to MDOT MTA, these funds are flexed to FTA Section 5307. The TAP awards currently funded under this project include:
 *Belair Road and Garrison Boulevard Transit Priority Initiatives: These projects will complete final design for improvements along Belair Road and Garrison Boulevard.
 *Patapsco Pedestrian and Bicycle Connection: This project will complete final design for a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station.

Justification:

The purpose of these projects is to improve bus reliability, reduce travel times, and support enhanced pedestrian safety.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





MDOT MTA Transportation Alternatives Program Grants

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,384	\$596	\$0	\$0	\$0	\$0	\$0	\$0	\$2,980
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,384	\$596	\$0	\$0	\$0	\$0	\$0	\$0	\$2,980
Total	\$2,384	\$596	\$0	\$0	\$0	\$0	\$0	\$0	\$2,980

Urban Transit Systems - Capital Assistance

TIP ID	40-1602-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$4,401,000

Description:

This project provides capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases with funds obligated in FY 2021 include 3 heavy duty bus replacements, continued preventive maintenance, and 7 small bus replacements.

Justification:

Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,376	\$344	\$533	\$133	\$533	\$133	\$533	\$133	\$3,718
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,376	\$344	\$533	\$133	\$533	\$133	\$533	\$133	\$3,718

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$148	\$37	\$133	\$33	\$133	\$33	\$133	\$33	\$683
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$148	\$37	\$133	\$33	\$133	\$33	\$133	\$33	\$683
Total	\$1,524	\$381	\$666	\$166	\$666	\$166	\$666	\$166	\$4,401

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$141,875,000

Description:

This project provides for the replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MDOT MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses will be replaced as needed. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. In FY 2022, MTA is purchasing 25 large cutaway vehicles and 75 compact hybrid SUVs. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation. In addition to the matching funds listed, MTA has committed \$101.4 million in state dollars.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$9,756	\$2,439	\$0	\$0	\$1,600	\$400	\$11,660	\$2,915	\$28,770
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,756	\$2,439	\$0	\$0	\$1,600	\$400	\$11,660	\$2,915	\$28,770

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$3,166	\$792	\$2,511	\$628	\$4,242	\$1,061	\$5,387	\$1,347	\$19,134
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,166	\$792	\$2,511	\$628	\$4,242	\$1,061	\$5,387	\$1,347	\$19,134



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$35,672	\$8,918	\$23,247	\$5,812	\$14,178	\$3,545	\$2,079	\$520	\$93,971
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$35,672	\$8,918	\$23,247	\$5,812	\$14,178	\$3,545	\$2,079	\$520	\$93,971
Total	\$48,594	\$12,149	\$25,758	\$6,440	\$20,020	\$5,006	\$19,126	\$4,782	\$141,875

Rural Transit Systems - Capital Assistance

TIP ID	40-9501-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1577	Est. Total Cost	\$244,000

Description:

This project provides capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County, Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). FY 2022 grant agreements include 4 small bus replacements.

Justification:

Capital assistance will enable rural transit systems throughout the region to operate such that local demand for service can be met. These rural systems are important components of the regional transportation network.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Rural Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$195	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$244
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$195	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$244
Total	\$195	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$244

Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$4,066,000

Description:

This project includes capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. FY 2022 grant agreements include 10 small bus replacements and continued preventative maintenance.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$120	\$30	\$160	\$40	\$160	\$40	\$160	\$40	\$750
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$120	\$30	\$160	\$40	\$160	\$40	\$160	\$40	\$750

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$2,173	\$543	\$160	\$40	\$160	\$40	\$160	\$40	\$3,316
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,173	\$543	\$160	\$40	\$160	\$40	\$160	\$40	\$3,316
Total	\$2,293	\$573	\$320	\$80	\$320	\$80	\$320	\$80	\$4,066

Ridesharing - Baltimore Region

TIP ID	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$2,672,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
Total	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672

Small Urban Transit Systems - Operating Assistance

TIP ID	40-0104-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$2,608,000

Description:

This project provides operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Small urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608
Total	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2021
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$153,000,000

Description:

Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Phase 1 completed; Phase 2 year of completion - May 2021.

Justification:

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County. It was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.



Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,052	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$7,565

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,076	\$519	\$0	\$0	\$0	\$0	\$0	\$0	\$2,595
Total	\$8,128	\$2,032	\$0	\$0	\$0	\$0	\$0	\$0	\$10,160

Bus and Rail Preventive Maintenance

TIP ID	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$192,232,000

Description:

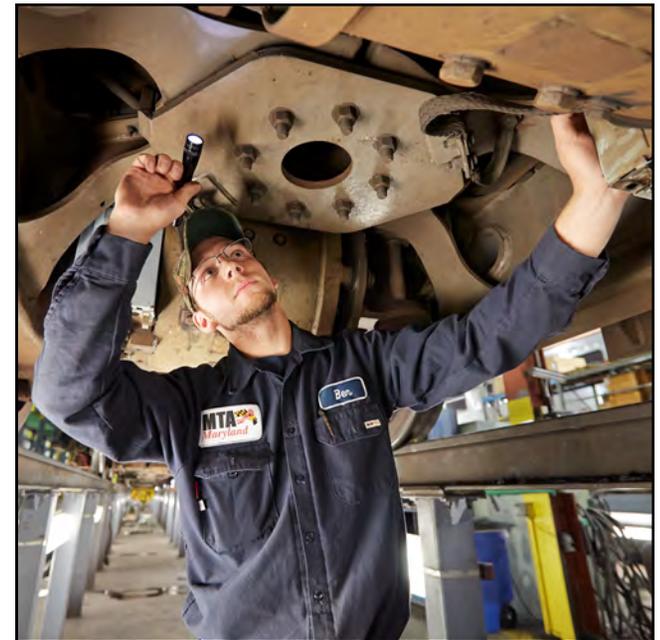
This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Justification:

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Bus and Rail Preventive Maintenance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$16,296	\$4,074	\$15,840	\$3,960	\$15,375	\$3,844	\$14,635	\$3,659	\$77,683
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$16,296	\$4,074	\$15,840	\$3,960	\$15,375	\$3,844	\$14,635	\$3,659	\$77,683

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$22,808	\$5,702	\$23,264	\$5,816	\$23,729	\$5,932	\$21,838	\$5,460	\$114,549
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$22,808	\$5,702	\$23,264	\$5,816	\$23,729	\$5,932	\$21,838	\$5,460	\$114,549
Total	\$39,104	\$9,776	\$39,104	\$9,776	\$39,104	\$9,776	\$36,473	\$9,119	\$192,232

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$9,360,000

Description:

This project provides capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Connection to Long-Range Transportation Planning Goals:

- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 3.F Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.





Seniors and Individuals with Disabilities

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360
Total	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360

Urban Transit Systems - Operating Assistance

TIP ID	40-1603-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$16,912,000

Description:

This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Urban Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912
Total	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912

Agencywide System Preservation and Improvement

TIP ID	40-1801-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$53,037,000

Description:

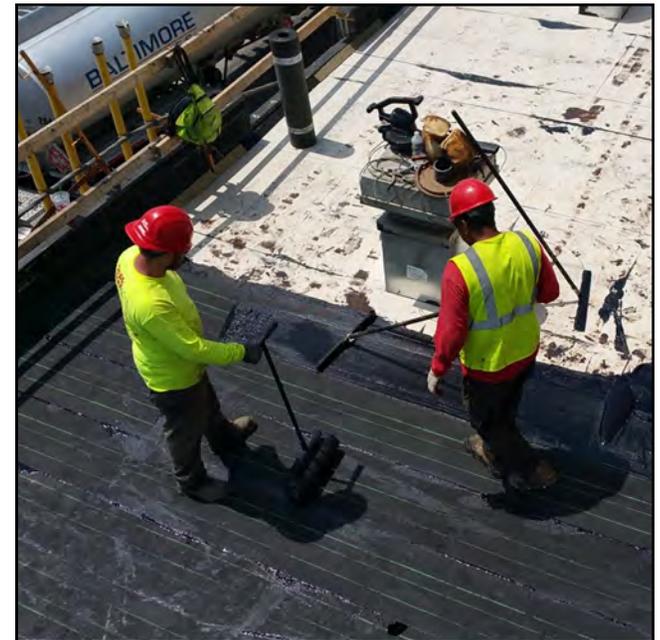
This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including roofing, a system network migration and upgrade, system-wide elevators and escalators, bridge and subway inspection, and an upgrade to the fare collection system software. In addition to the matching funds listed, MDOT MTA has committed \$238 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





Agencywide System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$15,714	\$3,929	\$0	\$0	\$21,195	\$5,299	\$5,520	\$1,380	\$53,037
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$15,714	\$3,929	\$0	\$0	\$21,195	\$5,299	\$5,520	\$1,380	\$53,037
Total	\$15,714	\$3,929	\$0	\$0	\$21,195	\$5,299	\$5,520	\$1,380	\$53,037

Bus System Preservation and Improvement

TIP ID	40-1803-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$5,278,000

Description:

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Project funding includes multiple projects at Bush Division and at Washington Boulevard.

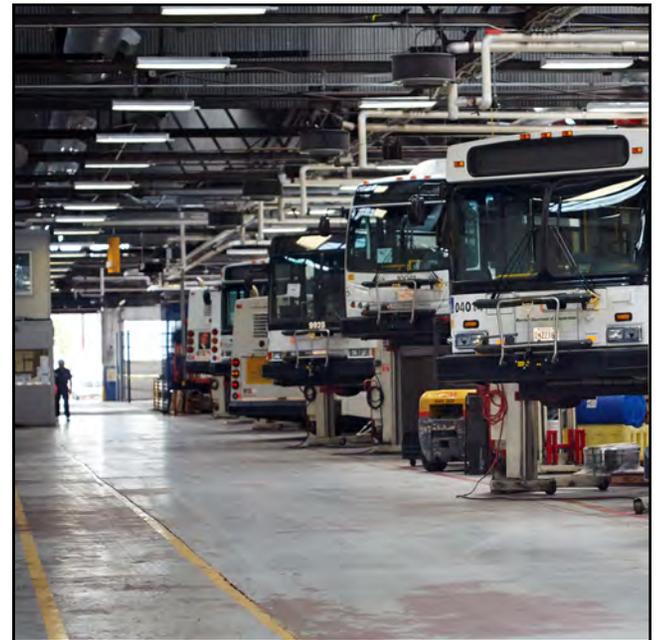
In addition to the matching funds listed, MTA has committed \$9.7 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





Bus System Preservation and Improvement

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,835	\$709	\$1,212	\$303	\$175	\$44	\$5,278
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,835	\$709	\$1,212	\$303	\$175	\$44	\$5,278
Total	\$0	\$0	\$2,835	\$709	\$1,212	\$303	\$175	\$44	\$5,278

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$306,370,000

Description:

The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the Metro fleet and signaling system will provide passengers with enhanced comfort, conveniences, and improved reliability. This project began September 2019, with completion anticipated May 2024. The Light Rail vehicle fleet requires the design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 53-vehicle fleet. The inspections will identify all obsolete parts issues needed to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2022. In addition to the matching funds listed, MTA has committed \$394 million in state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$47,648	\$11,912	\$45,013	\$11,253	\$29,992	\$7,498	\$24,619	\$6,155	\$184,090
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$47,648	\$11,912	\$45,013	\$11,253	\$29,992	\$7,498	\$24,619	\$6,155	\$184,090

Congestion Mitigation and Air Quality

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$7,578	\$1,895	\$20,002	\$5,001	\$29,072	\$7,268	\$41,171	\$10,293	\$122,280
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,578	\$1,895	\$20,002	\$5,001	\$29,072	\$7,268	\$41,171	\$10,293	\$122,280
Total	\$55,226	\$13,807	\$65,015	\$16,254	\$59,064	\$14,766	\$65,790	\$16,448	\$306,370

Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$103,665,000

Description:

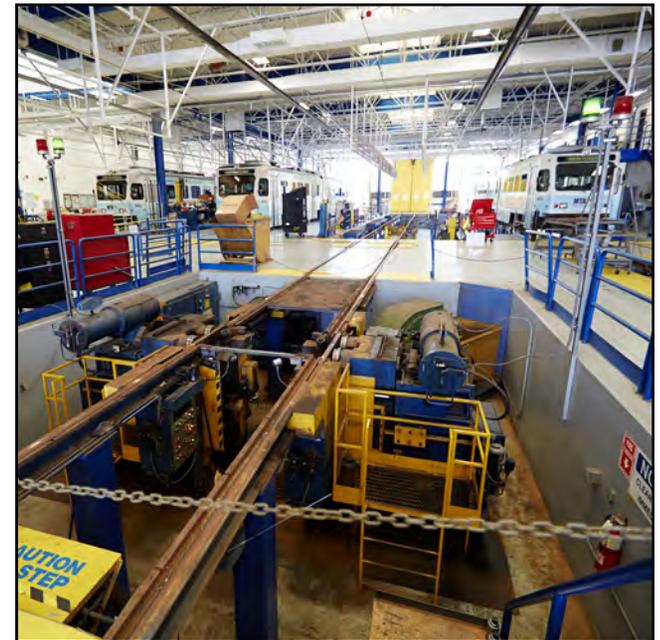
This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$187.2 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$37,938	\$9,485	\$15,303	\$3,826	\$8,736	\$2,184	\$20,954	\$5,239	\$103,665
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$37,938	\$9,485	\$15,303	\$3,826	\$8,736	\$2,184	\$20,954	\$5,239	\$103,665
Total	\$37,938	\$9,485	\$15,303	\$3,826	\$8,736	\$2,184	\$20,954	\$5,239	\$103,665

Rural Transit Systems - Operating Assistance

TIP ID	40-9204-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	None	Est. Total Cost	\$1,904,000

Description:

This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Rural transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Rural Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
Total	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904

MARC Rolling Stock Overhauls and Replacement

TIP ID	70-1501-53	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Fleet improvement
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$26,327,000

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.

In addition to the matching funds listed, MTA has committed \$9.3 million in state dollars.

Justification:

Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.





MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$989	\$247	\$1,257	\$314	\$2,807
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$989	\$247	\$1,257	\$314	\$2,807

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$2,429	\$607	\$10,267	\$2,567	\$4,920	\$1,230	\$23,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$2,429	\$607	\$10,267	\$2,567	\$4,920	\$1,230	\$23,520
Total	\$1,200	\$300	\$2,429	\$607	\$11,256	\$2,814	\$6,177	\$1,544	\$26,327

MARC Improvements

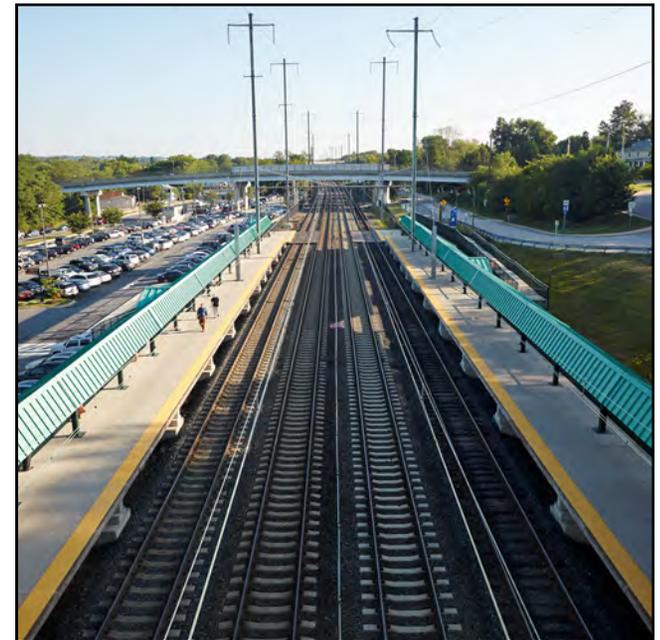
TIP ID	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$62,283,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, uninterruptible power supply and lighting protections, the implementation of Positive Train Control (PTC), and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$4.7 million in state dollars.

Justification:

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



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.



MARC Improvements

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,192	\$798	\$1,910	\$478	\$2,477	\$619	\$9,474
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,192	\$798	\$1,910	\$478	\$2,477	\$619	\$9,474

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$9,183	\$2,296	\$8,150	\$2,038	\$8,571	\$2,143	\$16,342	\$4,086	\$52,809
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,183	\$2,296	\$8,150	\$2,038	\$8,571	\$2,143	\$16,342	\$4,086	\$52,809
Total	\$9,183	\$2,296	\$11,342	\$2,836	\$10,481	\$2,621	\$18,819	\$4,705	\$62,283

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$61,698,000

Description:

- 1) MARC BWI Garage Facility: Identify and prioritize needed repairs which are then designed and constructed
- 2) Riverside Heavy Maintenance Facility: This project will construct a facility with four new maintenance slots for locomotives undergoing heavy maintenance and repair

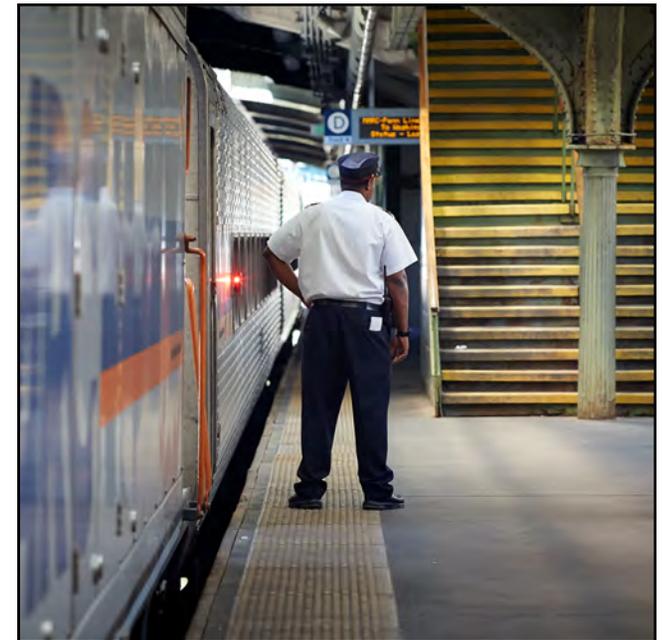
Note: In addition to the matching funds listed, MTA has committed \$5.34 million in state dollars.

Justification:

- 1) MARC BWI Garage Facility: Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location
- 2) Riverside Heavy Maintenance Facility: These additional maintenance slots will free up maintenance slots in the main shop building for preventative maintenance and federally required periodic inspections

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





MARC Facilities

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$20,059	\$5,015	\$22,265	\$5,566	\$5,774	\$1,444	\$1,260	\$315	\$61,698
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$20,059	\$5,015	\$22,265	\$5,566	\$5,774	\$1,444	\$1,260	\$315	\$61,698
Total	\$20,059	\$5,015	\$22,265	\$5,566	\$5,774	\$1,444	\$1,260	\$315	\$61,698

State Safety Oversight

TIP ID	90-1401-39	Year of Operation	Ongoing
Agency	Office of the Secretary	Project Type	Other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$2,400,000

Description:

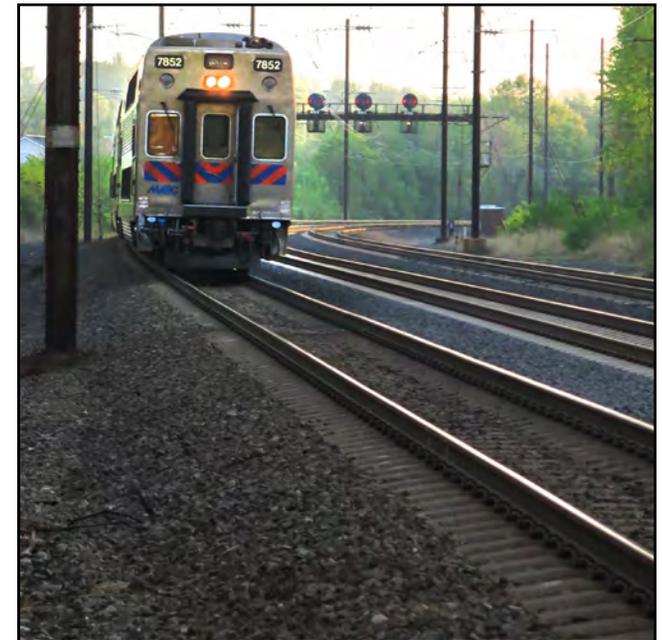
The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA’s Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

Justification:

To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.D Improve System Safety -- Improve emergency response time.
- 9. Promote Informed Decision Making





State Safety Oversight

(Funding in Thousands)

Section 5329 (State Safety Oversight)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
Total	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400

Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

TIP ID	90-1901-99	Year of Operation	NA
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-6	Est. Total Cost	\$15,000,000,000

Description:

Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshall Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system with grant funding from the Federal Railroad Administration and matching funds from BWRR. This project is represented in both the Baltimore Regional Transportation Board (BRTB) (50%) and National Capital Region Transportation Planning Board (TPB) (50%) TIPs. The estimated total cost of \$15 billion is projected funding that will be required to construct this project. No schedule or funding for further phases have been identified.

Justification:

Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR’s proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

Connection to Long-Range Transportation Planning Goals:

- 4.C Increase Mobility -- Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

(Funding in Thousands)

Federal Railroad Administration

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$2,878	\$719	\$0	\$0	\$0	\$0	\$0	\$0	\$3,597
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,878	\$719	\$0	\$0	\$0	\$0	\$0	\$0	\$3,597
Total	\$2,878	\$719	\$0	\$0	\$0	\$0	\$0	\$0	\$3,597

Areawide Transportation Alternatives Projects

TIP ID	60-9903-29	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$28,600,000

Description:

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.

Justification:

Transportation enhancements are projects which add community and environmental value to the transportation system.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





Areawide Transportation Alternatives Projects

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School)

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$24,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
PL	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$5,720	\$1,430	\$5,720	\$1,430	\$5,720	\$1,430	\$5,720	\$1,430	\$28,600
Total	\$5,720	\$1,430	\$5,720	\$1,430	\$5,720	\$1,430	\$5,720	\$1,430	\$28,600

Areawide Environmental Projects

TIP ID	60-9506-38	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$92,150,000

Description:

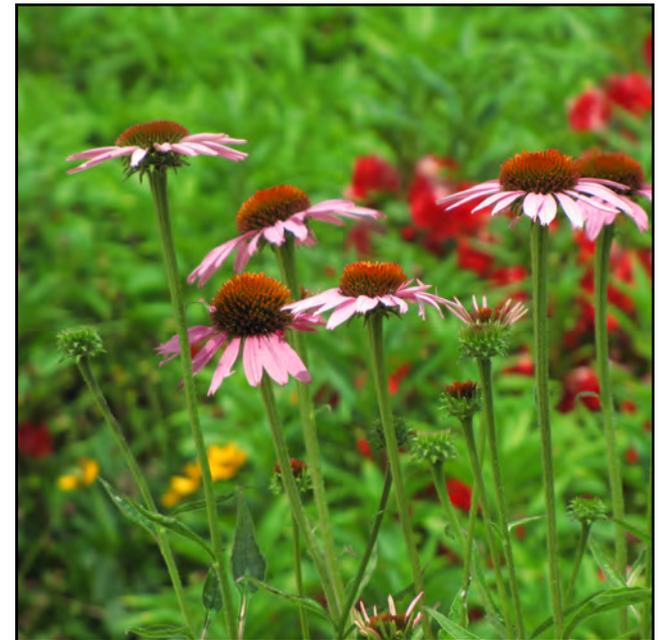
This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.

Justification:

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





Areawide Environmental Projects

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$80	\$20	\$80	\$20	\$80	\$20	\$500
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$640	\$160	\$560	\$140	\$560	\$140	\$560	\$140	\$2,900

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$80	\$20	\$80	\$20	\$80	\$20	\$500
PL	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
ROW	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
Subtotal	\$1,880	\$470	\$1,760	\$440	\$960	\$240	\$960	\$240	\$6,950



Areawide Environmental Projects

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$20,000	\$5,000	\$20,000	\$5,000	\$12,000	\$3,000	\$12,000	\$3,000	\$80,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
PL	\$200	\$50	\$120	\$30	\$80	\$20	\$80	\$20	\$600
ROW	\$160	\$40	\$80	\$20	\$80	\$20	\$80	\$20	\$500
Subtotal	\$20,680	\$5,170	\$20,520	\$5,130	\$12,320	\$3,080	\$12,320	\$3,080	\$82,300
Total	\$23,200	\$5,800	\$22,840	\$5,710	\$13,840	\$3,460	\$13,840	\$3,460	\$92,150

Areawide Congestion Management

TIP ID	60-9504-04	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-21	Est. Total Cost	\$103,975,000

Description:

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.

Justification:

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$160	\$40	\$160	\$40	\$160	\$40	\$900
PL	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
ROW	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
Subtotal	\$1,560	\$390	\$1,440	\$360	\$1,440	\$360	\$1,440	\$360	\$7,350



Areawide Congestion Management

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$1,600	\$400	\$10,000
OTH	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ENG	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PL	\$480	\$120	\$480	\$120	\$320	\$80	\$320	\$80	\$2,000
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$3,960	\$990	\$3,960	\$990	\$3,000	\$750	\$3,000	\$750	\$17,400

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
OTH	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$32,000
ENG	\$5,600	\$1,400	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$25,000
PL	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
Subtotal	\$16,460	\$4,115	\$15,640	\$3,910	\$15,640	\$3,910	\$15,640	\$3,910	\$79,225
Total	\$21,980	\$5,495	\$21,040	\$5,260	\$20,080	\$5,020	\$20,080	\$5,020	\$103,975

Areawide Bridge Replacement And Rehabilitation

TIP ID	60-9310-13	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$245,000,000

Description:

This is an ongoing program to provide major upgrades 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.

Justification:

Will preserve existing structures, increase safety, and improve highway beautification.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



2022 - 2025 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$24,000	\$6,000	\$32,000	\$8,000	\$24,000	\$6,000	\$24,000	\$6,000	\$130,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$1,600	\$400	\$1,200	\$300	\$1,200	\$300	\$7,000
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
Subtotal	\$26,240	\$6,560	\$34,240	\$8,560	\$25,520	\$6,380	\$25,520	\$6,380	\$139,400

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$12,000	\$3,000	\$12,000	\$3,000	\$70,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8,000	\$2,000	\$8,000	\$2,000	\$4,800	\$1,200	\$4,800	\$1,200	\$32,000
PL	\$480	\$120	\$480	\$120	\$240	\$60	\$240	\$60	\$1,800
ROW	\$480	\$120	\$480	\$120	\$240	\$60	\$240	\$60	\$1,800
Subtotal	\$24,960	\$6,240	\$24,960	\$6,240	\$17,280	\$4,320	\$17,280	\$4,320	\$105,600
Total	\$51,200	\$12,800	\$59,200	\$14,800	\$42,800	\$10,700	\$42,800	\$10,700	\$245,000

Areawide Resurfacing And Rehabilitation

TIP ID	60-9501-11	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$349,650,000

Description:

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.

Justification:

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$80	\$20	\$80	\$20	\$80	\$20	\$500
PL	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
ROW	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
Subtotal	\$4,280	\$1,070	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$20,950

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$44,000	\$11,000	\$36,000	\$9,000	\$24,000	\$6,000	\$24,000	\$6,000	\$160,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$1,600	\$400	\$400	\$100	\$400	\$100	\$5,000
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
Subtotal	\$46,240	\$11,560	\$38,080	\$9,520	\$24,720	\$6,180	\$24,720	\$6,180	\$167,200



2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$32,000	\$8,000	\$32,000	\$8,000	\$28,000	\$7,000	\$28,000	\$7,000	\$150,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
PL	\$1,200	\$300	\$1,200	\$300	\$600	\$150	\$600	\$150	\$4,500
ROW	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
Subtotal	\$35,120	\$8,780	\$34,960	\$8,740	\$29,560	\$7,390	\$29,560	\$7,390	\$161,500
Total	\$85,640	\$21,410	\$77,200	\$19,300	\$58,440	\$14,610	\$58,440	\$14,610	\$349,650

Areawide Safety And Spot Improvements

TIP ID	60-9508-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$225,925,000

Description:

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.

Justification:

Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PL	\$400	\$100	\$400	\$100	\$200	\$50	\$200	\$50	\$1,500
ROW	\$60	\$15	\$40	\$10	\$40	\$10	\$40	\$10	\$225
Subtotal	\$2,540	\$635	\$2,520	\$630	\$2,320	\$580	\$2,320	\$580	\$12,125



2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$8,000	\$2,000	\$8,000	\$2,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
PL	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Subtotal	\$18,160	\$4,540	\$18,160	\$4,540	\$9,760	\$2,440	\$9,760	\$2,440	\$69,800

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$8,000	\$2,000	\$8,000	\$2,000	\$50,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
PL	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ROW	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
Subtotal	\$13,600	\$3,400	\$13,600	\$3,400	\$9,600	\$2,400	\$9,600	\$2,400	\$58,000



2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3,200	\$800	\$3,200	\$800	\$1,600	\$400	\$1,600	\$400	\$12,000
PL	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ROW	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$1,600	\$400	\$10,000
Subtotal	\$18,400	\$4,600	\$18,400	\$4,600	\$16,000	\$4,000	\$16,000	\$4,000	\$86,000
Total	\$52,700	\$13,175	\$52,680	\$13,170	\$37,680	\$9,420	\$37,680	\$9,420	\$225,925

Areawide Urban Reconstruction

TIP ID	60-9511-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$11,130,000

Description:

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, streetscapes, signs, and markings and lighting improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2022 - 2025 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$40	\$10	\$40	\$10	\$20	\$5	\$20	\$5	\$150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8	\$2	\$8	\$2	\$8	\$2	\$8	\$2	\$40
PL	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
Subtotal	\$56	\$14	\$56	\$14	\$36	\$9	\$36	\$9	\$230



2022 - 2025 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$9,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$160	\$40	\$80	\$20	\$80	\$20	\$700
PL	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
ROW	\$240	\$60	\$240	\$60	\$120	\$30	\$120	\$30	\$900
Subtotal	\$2,960	\$740	\$2,880	\$720	\$1,440	\$360	\$1,440	\$360	\$10,900
Total	\$3,016	\$754	\$2,936	\$734	\$1,476	\$369	\$1,476	\$369	\$11,130

Morgan State University Transportation Research Program

TIP ID	60-0702-99	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$90,000

Description:

Transportation research, education and technology transfer activities involving university faculty, staff and students.

Justification:

The project will support research and solutions to real world transportation issues and meet state and federal transportation objectives.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Morgan State University Transportation Research Program

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90
Total	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90

MD 175: Sellner Road/Race Road to McCarron Court

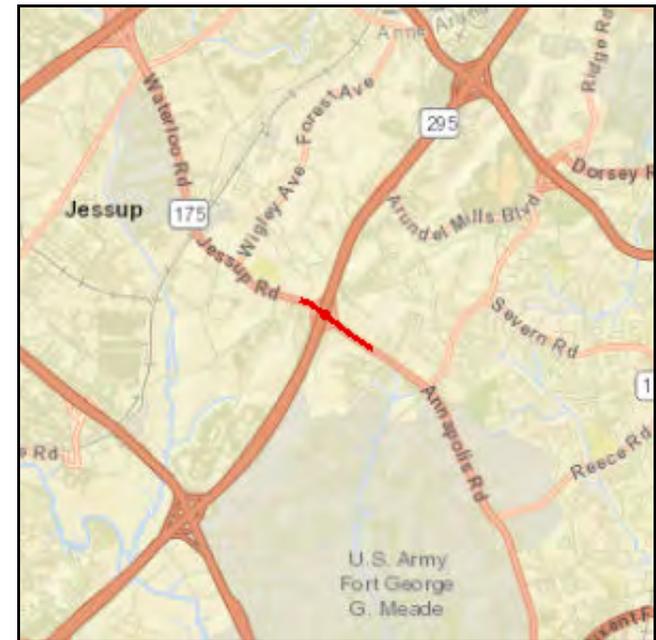
TIP ID	61-1701-41	Year of Operation	2024
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 0.7 miles
CIP or CTP ID(s)	AA4363	Est. Total Cost	\$79,938,000

Description:

This project widens MD 175 from Sellner Road/Race Road to McCarron Ct. from two to six lanes, and reconfigures ramps in the NE and SW quadrants of the MD 295 interchange to create signalized left turns at MD 175. A shared use path on the south side of the road and bicycle compatible shoulders will extend from Race Rd./Sellner Rd. to McCarron Ct. The project is scheduled to re-advertise in fall 2021 after significant BGE utility which resulted in the termination of the original contract. Additionally, the original project limits included the MD 175 segment from National Business Pkwy. to Sellner Rd/Race Rd. This segment was eliminated from the project to accommodate ongoing development in this area. The current project title (previously MD 175: National Business Parkway to McCarron Court) reflects this change. A cost increase of \$2.7 million resulted from additional engineering and higher construction material costs.

Justification:

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at Fort Meade.



Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



MD 175: Sellner Road/Race Road to McCarron Court

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$4,734	\$611	\$11,496	\$847	\$13,285	\$699	\$18,041	\$949	\$50,662
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$180	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,914	\$631	\$11,496	\$847	\$13,285	\$699	\$18,041	\$949	\$50,862



MD 175: Sellner Road/Race Road to McCarron Court

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$510	\$0	\$582	\$0	\$385	\$0	\$0	\$1,477
Subtotal	\$0	\$510	\$0	\$582	\$0	\$385	\$0	\$0	\$1,477
Total	\$4,914	\$1,141	\$11,496	\$1,429	\$13,285	\$1,084	\$18,041	\$949	\$52,339

MD 173: Bridge Replacement over Rock Creek

TIP ID	61-2101-13	Year of Operation	TBD
Agency	SHA - Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	NA	Est. Total Cost	\$5,176,000

Description:

The project will replace bridge no. 0204600 over Rock Creek. The new bridge will maintain two 11-foot lanes along with 5' 5" bicycle compatible shoulders.

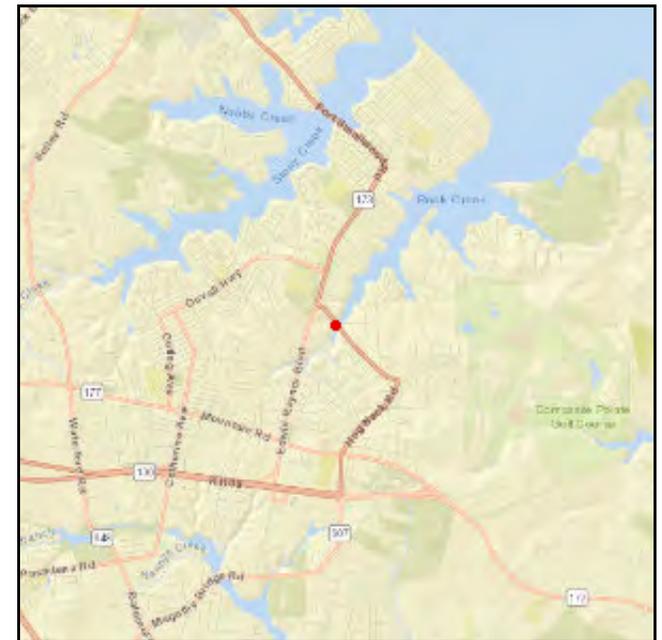
Engineering began in 2015 using state only funds. Construction is not currently funded.

Justification:

The deteriorating bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

MD 173: Bridge Replacement over Rock Creek

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$228	\$0	\$228	\$0	\$109	\$0	\$0	\$0	\$565
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$228	\$0	\$228	\$0	\$109	\$0	\$0	\$0	\$565
Total	\$228	\$0	\$228	\$0	\$109	\$0	\$0	\$0	\$565

I-695 at Cromwell Bridge Road - Drainage Improvement

TIP ID	63-1801-38	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	BA7121	Est. Total Cost	\$11,552,000

Description:

This project includes: restoration of the stream channel and repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line.

Construction was completed in April 2021. FY 2022 ROW funds will finalize the property condemnation and title acquisition process.

Justification:

The stream channel is degraded, causing erosion, and is in need of repair. Water from SHA impervious surfaces is currently untreated. These improvements provide mitigation for MDOT SHA's project on I-695 from US 40 to MD 144 (TIP ID #63-1601-41) and for future MDOT SHA projects.

Connection to Long-Range Transportation Planning Goals:

- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





2022 - 2025 Transportation Improvement Program

I-695 at Cromwell Bridge Road - Drainage Improvement

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Subtotal	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100

I-695: US 40 to MD 144

TIP ID	63-1601-41	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	3 to 4 lanes, 1.2 miles
CIP or CTP ID(s)	BA7271	Est. Total Cost	\$133,094,000

Description:

This project will widen the I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project. The estimated total cost increased by \$1.8 million as a result of additional construction inspection necessitated by the complexity of this project.

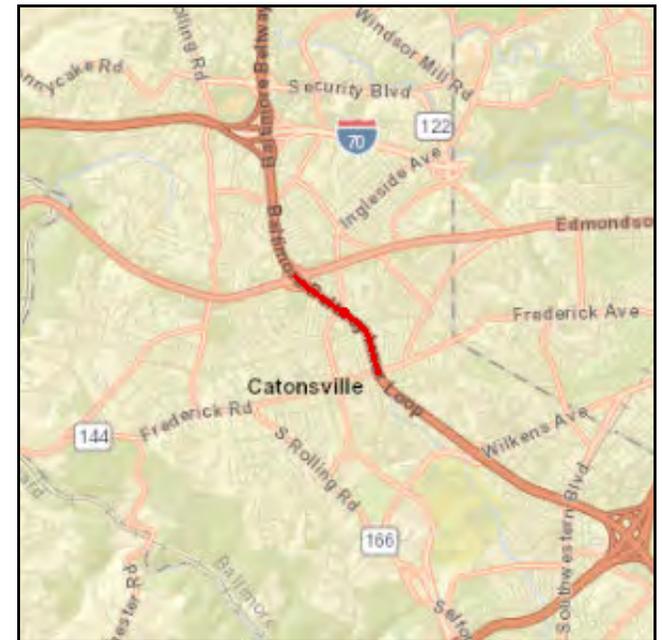
The project is anticipated to be open to traffic in fall 2021. The noise barrier is funded for construction beyond the open to traffic date.

Justification:

This project will provide additional capacity and improve safety and operations on this segment of I-695.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility





2022 - 2025 Transportation Improvement Program

I-695: US 40 to MD 144

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$6,626	\$4,573	\$0	\$9,091	\$0	\$6,599	\$0	\$0	\$26,889
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$206	\$0	\$0	\$0	\$0	\$0	\$0	\$206
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,626	\$4,779	\$0	\$9,091	\$0	\$6,599	\$0	\$0	\$27,095
Total	\$6,626	\$4,779	\$0	\$9,091	\$0	\$6,599	\$0	\$0	\$27,095

I-695: I-70 to MD 43

TIP ID	63-1802-41	Year of Operation	2024
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	6 to 8 lanes, 19 miles
CIP or CTP ID(s)	BA0061	Est. Total Cost	\$181,101,000

Description:

The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. In previous TIPs, this project also included the reconfiguration of the I-695 and I-70 interchange. The interchange is now a stand alone project with TIP ID #63-2201-12.

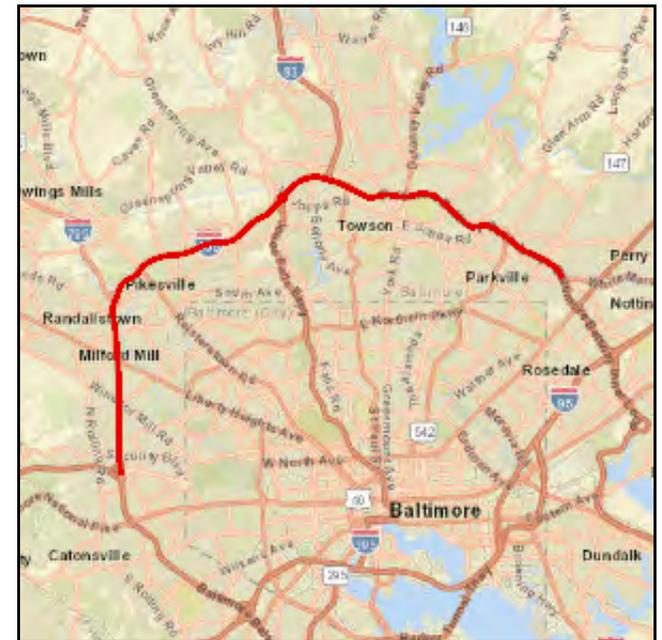
This project primarily uses federal funding due to toll credits.

Justification:

This project will address capacity, safety, and operations concerns along I-695.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





2022 - 2025 Transportation Improvement Program

I-695: I-70 to MD 43

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$64,547	\$2,554	\$64,547	\$2,554	\$0	\$0	\$0	\$0	\$134,202
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,059	\$229	\$0	\$0	\$0	\$0	\$0	\$0	\$2,288
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$66,606	\$2,783	\$64,547	\$2,554	\$0	\$0	\$0	\$0	\$136,490
Total	\$66,606	\$2,783	\$64,547	\$2,554	\$0	\$0	\$0	\$0	\$136,490

I-83: Bridge Replacement over Padonia Road

TIP ID	63-1701-13	Year of Operation	2022
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	3 to 3 Lanes NB & SB
CIP or CTP ID(s)	BA0381	Est. Total Cost	\$24,914,000

Description:

This project replaces bridge nos. 306201 and 306202 carrying northbound and southbound traffic along I-83 over Padonia Road. The bridges will each carry three 12' lanes with 20' inside shoulders.

Justification:

The existing bridges, constructed in 1950, are rated in poor condition. These bridges serve as a major link along the I-83 commuter and freight route from southern Pennsylvania to Baltimore County and City.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,610	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,610	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745
Total	\$2,610	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745

US 1: Bridge Replacement over CSX

TIP ID	63-1704-13	Year of Operation	2022
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	BA5341	Est. Total Cost	\$34,196,000

Description:

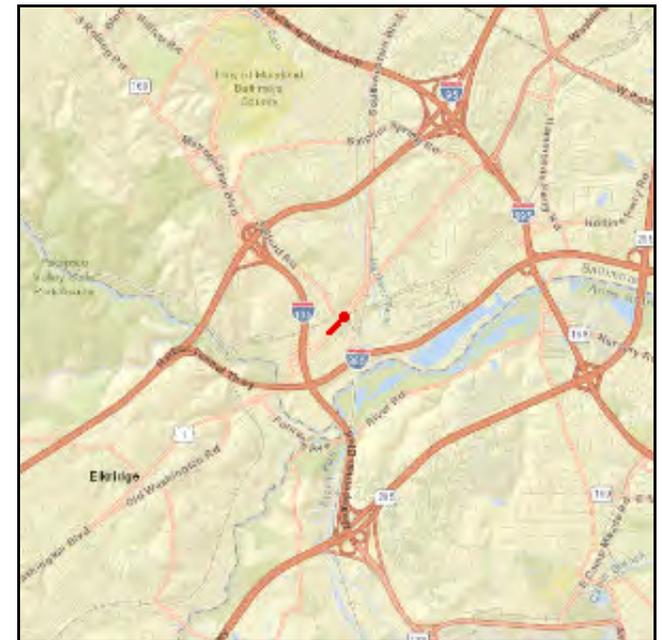
This project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8-foot shoulder is planned on both sides of the roadway with a 5' sidewalk on the west side of the bridge. This project will extend the 5' sidewalk approximately 1000 feet along southbound US 1 to the Guinness Open Gate Brewery, with a controlled pedestrian crossing at the existing signal adjacent to the brewery.

Justification:

The existing bridge, built in 1930, is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

US 1: Bridge Replacement over CSX

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$7,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,700
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$62
Subtotal	\$7,700	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$7,762
Total	\$7,700	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$7,762

US 40: Bridge Replacements over Little & Big Gunpowder Falls

TIP ID	63-1706-13	Year of Operation	2022
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$31,973,000

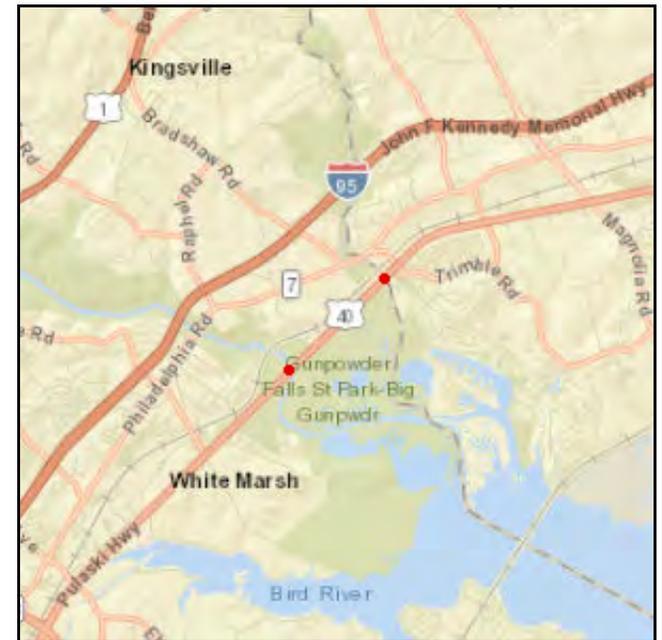
Description:

This project will replace and widen the superstructure on bridge nos. 0303403 and 0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridge nos. 0303503 and 0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12-foot lanes on each bridge, as well as 4-foot inside shoulders and 10-foot outside shoulders to match the approach roadways. The total estimated cost increased by \$1.3 million due to Maintenance of Traffic issues, additional utility work, and additional storm drain repairs.

BGE is contributing \$737,000 in construction funds in FY 2022.

Justification:

The existing bridges, built in 1935, are rated in poor condition.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



2022 - 2025 Transportation Improvement Program

US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$5,928	\$419	\$102	\$25	\$0	\$0	\$0	\$0	\$6,474
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,928	\$419	\$102	\$25	\$0	\$0	\$0	\$0	\$6,474



US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$737	\$0	\$0	\$0	\$0	\$0	\$0	\$737
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$5
Subtotal	\$0	\$742	\$0	\$0	\$0	\$0	\$0	\$0	\$742
Total	\$5,928	\$1,161	\$102	\$25	\$0	\$0	\$0	\$0	\$7,216

MD 45: Padonia Road to Wight Avenue

TIP ID	63-1707-11	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.55 miles
CIP or CTP ID(s)	BA5381	Est. Total Cost	\$16,944,000

Description:

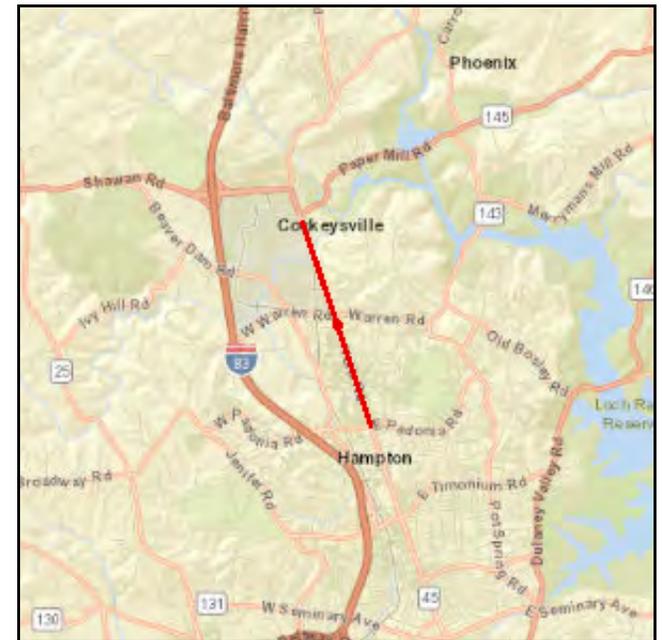
This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and upgrading intersection signal systems. Baltimore County is contributing \$12.3 million for water utility replacement.

Justification:

This project will provide significant improvements to the roadway and will render aging drainage, sidewalk, and utility infrastructure in good repair. The intersection signal upgrades will improve safety, capacity and operations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2022 - 2025 Transportation Improvement Program

MD 45: Padonia Road to Wight Avenue

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$194	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$243
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$194	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$243

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,156	\$0	\$0	\$0	\$0	\$0	\$0	\$2,156
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$2,156	\$0	\$0	\$0	\$0	\$0	\$0	\$2,156
Total	\$194	\$2,205	\$0	\$0	\$0	\$0	\$0	\$0	\$2,399

MD 151/MD 151B: Bridge Replacements

TIP ID	63-2001-13	Year of Operation	2024
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	#0309900: 4 to 4; #0335100: 2 to 2; #0335000: 1 to 1
CIP or CTP ID(s)	BA8602	Est. Total Cost	\$28,992,000

Description:

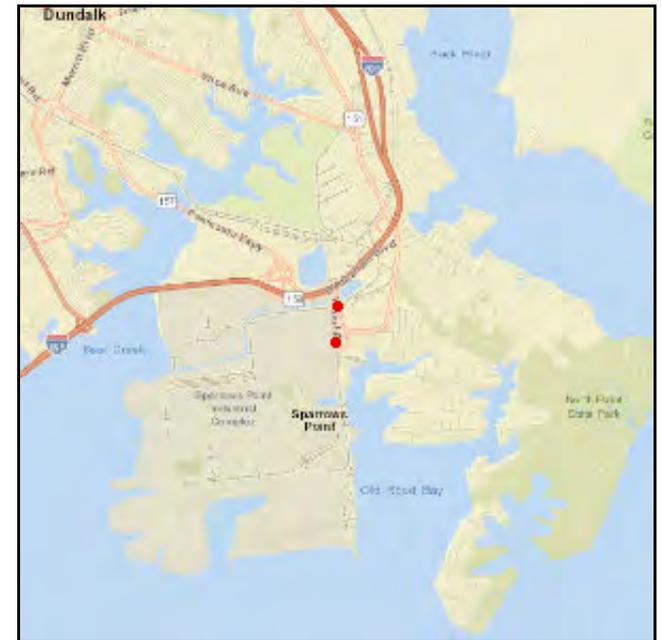
This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B. Bridge #0309900 will include an 8' outside shoulder and a 3' inside shoulder with a 5' sidewalk along the southbound roadway. Bridge #0335100 will include an 8' shoulder on both sides of the bridge with a 5' sidewalk along the northbound roadway. Bridge #0335000 will include a 5' outside shoulder and an 8' inside shoulder. No sidewalks are proposed for this bridge.

Justification:

This project will replace two bridges built in 1954 and 1957 rated in poor condition and one bridge built in 1957 rated in fair condition. Baltimore County has identified the replacement of these bridges as important for the redevelopment of this area.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





MD 151/MD 151B: Bridge Replacements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$7,215	\$1,685	\$6,183	\$1,445	\$2,725	\$636	\$0	\$0	\$19,889
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,215	\$1,685	\$6,183	\$1,445	\$2,725	\$636	\$0	\$0	\$19,889
Total	\$7,215	\$1,685	\$6,183	\$1,445	\$2,725	\$636	\$0	\$0	\$19,889

I-695: Bridge Replacement on Putty Hill Avenue

TIP ID	63-2002-13	Year of Operation	2023
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	BA1451	Est. Total Cost	\$16,932,000

Description:

This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge. The estimated total cost has increased by \$1.2 million as a result of increased utility design and construction costs.

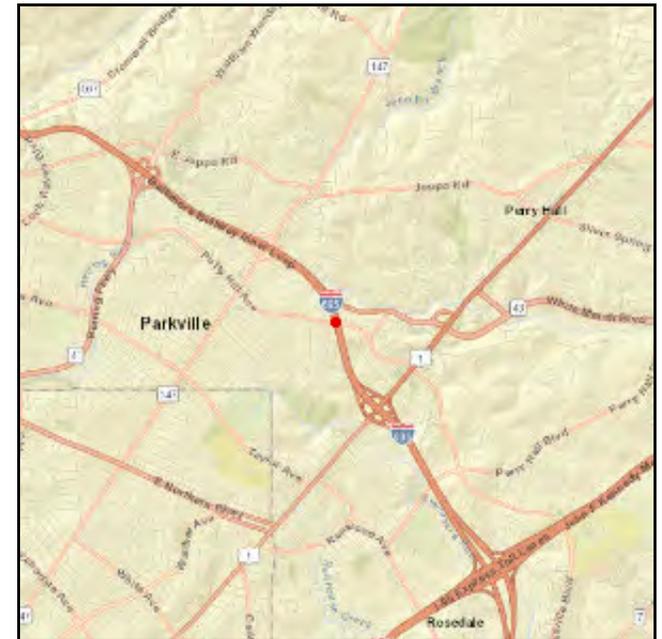
The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).

Justification:

The existing bridge, built in 1961, is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2022 - 2025 Transportation Improvement Program

I-695: Bridge Replacement on Putty Hill Avenue

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$2,654	\$458	\$4,055	\$280	\$4,176	\$271	\$0	\$0	\$11,894
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$86	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$107
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$111	\$28	\$65	\$16	\$0	\$0	\$0	\$0	\$220
Subtotal	\$2,851	\$507	\$4,120	\$296	\$4,176	\$271	\$0	\$0	\$12,221
Total	\$2,851	\$507	\$4,120	\$296	\$4,176	\$271	\$0	\$0	\$12,221

I-695: Reconstruction of Interchange at I-70

TIP ID	63-2201-12	Year of Operation	2027
Agency	SHA - Baltimore County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	TBD
CIP or CTP ID(s)	BA0062	Est. Total Cost	\$195,000,000

Description:

This project involves reconstruction of the interchange at I-695 and I-70. The ultimate interchange configuration will be determined through the design build process. This project was previously funded as part of the I-695: I-70 to MD 43 project with TIP ID #63-1802-41.

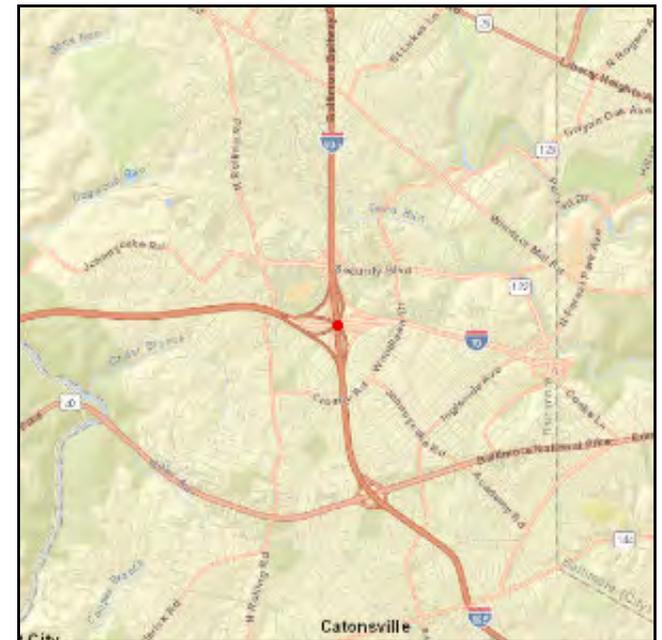
This project primarily uses federal funding due to toll credits. The estimated total cost increased by approximately \$95 million in order to accommodate the full interchange reconstruction including the elimination of the existing triple bridge configuration.

Justification:

This project will address capacity, safety and operation of the I-695/I-70 interchange.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility





2022 - 2025 Transportation Improvement Program

I-695: Reconstruction of Interchange at I-70

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$68,913	\$3,627	\$65,379	\$3,441	\$141,360
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$450	\$50	\$1,383	\$154	\$1,124	\$125	\$0	\$0	\$3,286
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$450	\$50	\$1,383	\$154	\$70,037	\$3,752	\$65,379	\$3,441	\$144,646
Total	\$450	\$50	\$1,383	\$154	\$70,037	\$3,752	\$65,379	\$3,441	\$144,646

MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)

TIP ID	64-1401-19	Year of Operation	2020
Agency	SHA - Carroll County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.58 miles, 2 to 2 lanes
CIP or CTP ID(s)	CL3411	Est. Total Cost	\$35,126,000

Description:

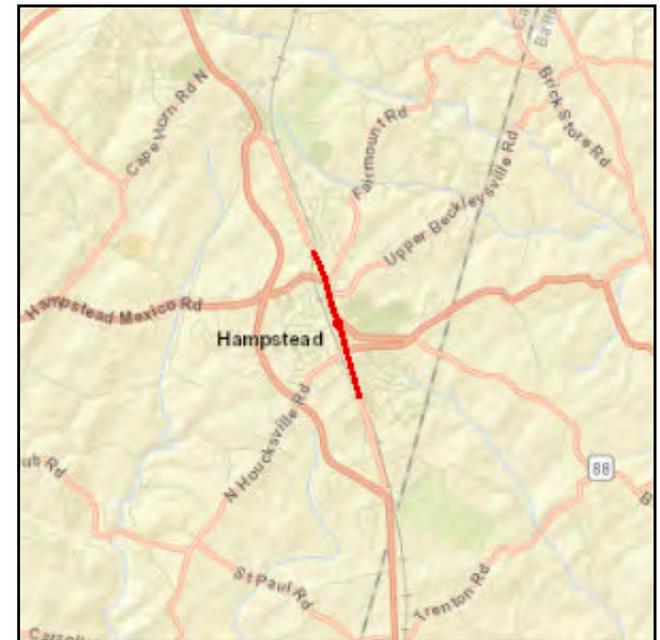
This project will provide improvements on MD 30 Business (Main Street in Hampstead) from North Woods Trail to CSX Railroad including reconstruction of the existing roadway with ADA compliant sidewalks on both sides of the street; curb and gutter; crosswalks; and driveway entrances. The project will also upgrade the drainage system, stormwater management facilities, landscaping, traffic signals, and relocate utilities. Because of the low speeds and constrained urban environment, bicycles will be accommodated in the travel lanes. The project also includes curb and drainage upgrades and resurfacing of an additional .5 miles of roadway from CSX railroad to Farmwoods Lane just north of the project limits. The engineering and ROW phases were funded under the Areawide Urban Reconstruction Program. The estimated total cost has increased by \$1.6 million due to the need to replace a timber retaining wall.

Justification:

This project will provide significant improvements to the roadway, sidewalk and drainage infrastructure in the town of Hampstead. It will also address operational issues at intersections.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$33	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$42
Subtotal	\$33	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$42
Total	\$33	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$42

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

TIP ID	65-1601-12	Year of Operation	TBD
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	1.8 Miles
CIP or CTP ID(s)	HA3342	Est. Total Cost	\$8,500,000

Description:

MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

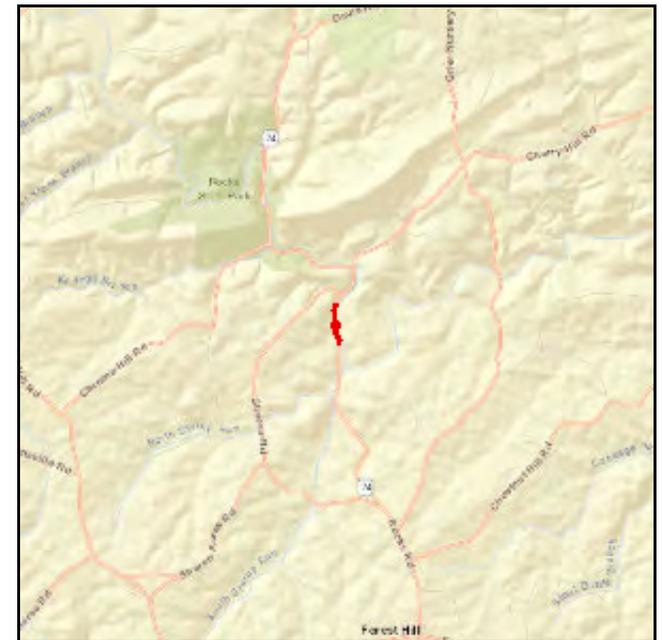
The estimated total cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

Justification:

The purpose of this project is to improve road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$675	\$75	\$63	\$7	\$0	\$0	\$0	\$0	\$820
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$675	\$75	\$63	\$7	\$0	\$0	\$0	\$0	\$820
Total	\$675	\$75	\$63	\$7	\$0	\$0	\$0	\$0	\$820

US 1: Bridge Replacements at Tollgate Road and Winters Run

TIP ID	65-2101-13	Year of Operation	2025
Agency	SHA - Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	Tollgate Road: 3 to 3 lanes; Winters Run: 2 to 2 lanes
CIP or CTP ID(s)	HA1051	Est. Total Cost	\$15,539,000

Description:

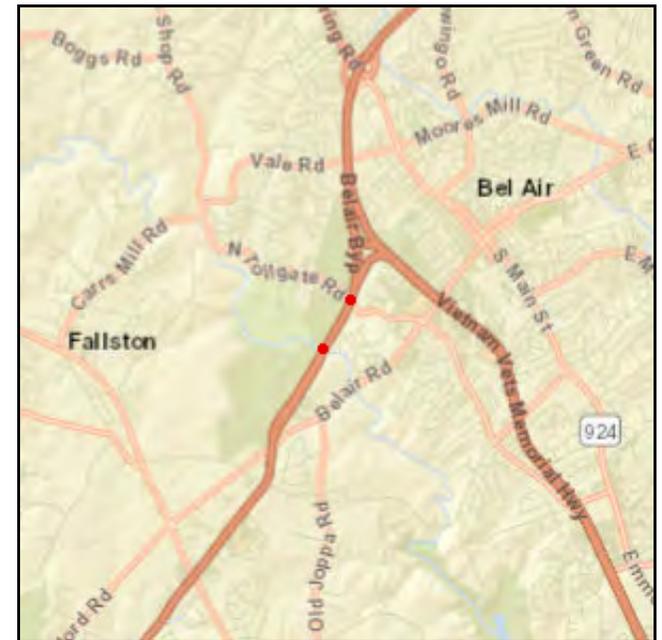
The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12-foot lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12-foot lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.

Justification:

The existing bridges, built in 1963, are rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

US 1: Bridge Replacements at Tollgate Road and Winters Run

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$772	\$41	\$4,138	\$217	\$5,141	\$270	\$10,579
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$501	\$126	\$501	\$126	\$0	\$0	\$0	\$0	\$1,254
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$501	\$126	\$1,273	\$167	\$4,138	\$217	\$5,141	\$270	\$11,833
Total	\$501	\$126	\$1,273	\$167	\$4,138	\$217	\$5,141	\$270	\$11,833

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

TIP ID	66-1703-41	Year of Operation	2022
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7561	Est. Total Cost	\$126,645,000

Description:

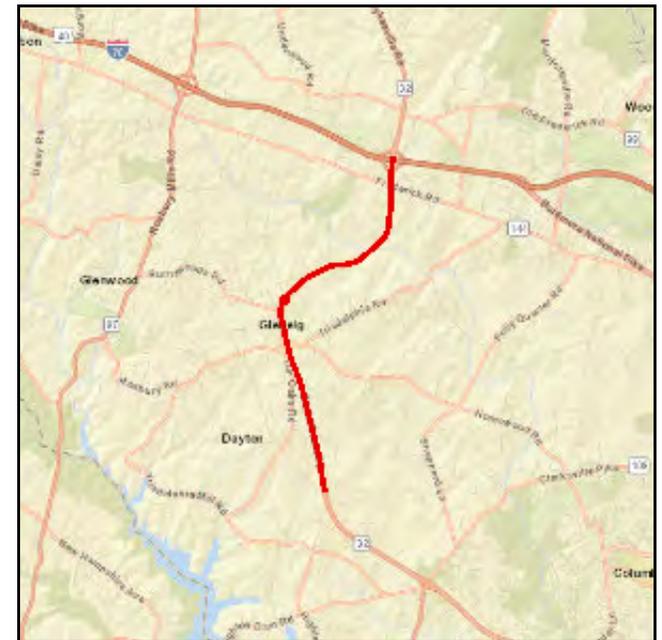
This project will widen MD 32 in both directions from a two lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is a design build project and phase 2 of the MD 32: MD 108 to I-70 corridor project improvements, which had TIP ID #66-1405-41 in previous TIPs. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) is complete and opened to traffic in 2019. Road improvements are anticipated to be completed in 2022. The remaining funds in FY 2023 will complete utility relocation.

Justification:

The project will address congestion and safety problems experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





2022 - 2025 Transportation Improvement Program

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$27,039	\$794	\$794	\$477	\$0	\$0	\$0	\$0	\$29,104
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$170	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$291
Subtotal	\$27,209	\$915	\$794	\$477	\$0	\$0	\$0	\$0	\$29,395
Total	\$27,209	\$915	\$794	\$477	\$0	\$0	\$0	\$0	\$29,395

MD 835C Sidewalk: Cockey Lane to Old Love Point Road

TIP ID	67-2101-03	Year of Operation	TBD
Agency	SHA - Queen Anne's County	Project Type	Bicycle/pedestrian facilities
Project Category	Emission Reduction Strategy	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, .35 miles of sidewalk
CIP or CTP ID(s)	NA	Est. Total Cost	\$1,520,000

Description:

This project will provide a sidewalk where none currently exists along MD 835C (Love Point Road) between Old Love Point Road and Cockey Lane in Stevensville. The sidewalk will be constructed on the east side of the roadway, following the northbound lane of MD 835C. It is anticipated to be 5 feet wide and will include ADA ramps on named side roads. Inclusion of depressed sidewalk along driveways and crosswalk markings on side roads will be determined during design.

The project is funded for engineering only at this point. It is funded with a repurposed Section 1702 High Priority Project earmark. The original earmark (MD055) was \$306,000 dedicated for the design and construction of the Cross Island Trail in Queen Anne's County.

Justification:

This project will provide sidewalk connectivity between commercial and residential development in Stevensville by filling a gap in existing sidewalk on MD 835C.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.



MD 835C Sidewalk: Cockey Lane to Old Love Point Road

(Funding in Thousands)

Section 1702 High Priority Project

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$73	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$77
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$73	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$77
Total	\$73	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$77

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

BALTIMORE METROPOLITAN COUNCIL

**Mike Kelly
Executive Director**

**Todd Lang
Director, Transportation Planning**

**Regina Aris
Assistant Director & Manager of Policy Development**

**Keith Kucharek
TIP Project Manager**

CONTRIBUTORS OF INFORMATION

AGENCY

CONTACT PERSON

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ANNE ARUNDEL COUNTY

Ramond Robinson, Transportation Officer

BALTIMORE CITY

Graham Young, Complete Streets Manager

BALTIMORE COUNTY

Kevin Sabolcik, Chief of Structural Design Section

CARROLL COUNTY

Chris Letnaunchyn, Chief of Bureau of Engineering

HARFORD COUNTY

Alex Rawls, Senior Transportation Planner

HOWARD COUNTY

David Cookson, Planning Manager

QUEEN ANNE'S COUNTY

Steve Cohoon, Public Facilities Planner

MARYLAND DEPARTMENT OF TRANSPORTATION

Office of Planning and Capital Programming

Dan Janousek, Regional Planner

**Maryland Transit Administration
(Commuter Rail and Transit)**

Erika Falk, Capital Program Analyst, Capital Programming

State Highway Administration

Tara Penders, Assistant Division Chief, RIPD

Lisa Sirota, Regional Planner, RIPD

Stephen Miller, Regional Planner, RIPD

Maryland Transportation Authority

Russell Walto, Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Sally Nash, Director Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice-Chair) County Executive	Ramond Robinson, Transportation Officer Office of Transportation Planning
CITY OF BALTIMORE	Hon. Brandon Scott Mayor	Theo Ngongang, Deputy Director, Chief of Policy Department of Transportation
BALTIMORE COUNTY	Hon. John Olszewski, Jr. County Executive	D'Andrea Walker, Deputy Director Transportation Planning
CARROLL COUNTY	Hon. Stephen Wantz (Chair) County Commissioner	Lynda Eisenberg, Director Department of Planning
HARFORD COUNTY	Hon. Barry Glassman County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Bruce Gartner, Administrator Office of Transportation
QUEEN ANNE'S COUNTY	Hon. Stephen Wilson County Commissioner	Steve Cohoon, Public Facilities Planner Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Gregory Slater Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Rick Gordon Director, Annapolis DOT	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Tad Aburn, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Ms. Holly Arnold Acting Administrator	Kate Sylvester, Deputy Administrator Planning & Capital Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Graham Young , Complete Streets Manager
BALTIMORE COUNTY	Sam Snead , Head Transportation Planner
CARROLL COUNTY	Mary Lane , Transportation Planner
HARFORD COUNTY	Joel Gallihue , Chief of Long-Range Planning
HOWARD COUNTY	David Cookson , Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah , Deputy Director, Department of Transportation
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration	Zach Chissell , Manager of Project Development
State Highway Administration	Lisa Sirota , Regional Planner, RIPD Stephen Miller , Regional Planner, RIPD
Maryland Transportation Authority	Russell Walto , Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Alexandra Brun , Natural Resources Planner III
MARYLAND DEPARTMENT OF PLANNING	Ken Choi , Manager of Geospatial & Data Analysis

APPENDIX B

DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

Criteria for prioritizing projects in the TIP

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements FAST Act Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

FY 2022 – 2025 Transportation Improvement Program Prioritization

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
MD 2: US 50 to Baltimore Annapolis Boulevard	X		X	X	X	X					X	X		X
MD 3: Saint Stephens Church Road to MD 175	X		X	X	X	X					X	X		X
MD 214: MD 468 to east of Loch Haven Road	X		X	X	X	X					X	X		X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Hanover Road Bridge over Deep Run	X			X										X
Conway Road Bridge over Little Patuxent River	X			X										X
Jacobs Road Bridge over Severn Run	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					
Baltimore City Projects														
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X

- | | |
|--|---|
| <ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region | <ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety |
|--|---|

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Transportation Management Center Upgrade	X			X				X		X				
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Perring Parkway Ramp over Herring Run	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Wilkins Avenue Bridge over Gwynns Falls	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		X	X		X
Remington Avenue Bridge over Stony Run	X			X							X			X
Radecke Avenue and Sinclair Lane over Moore's Run	X			X							X			X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
MLK Boulevard and Howard Street Intersection Improvements	X			X	X	X					X			X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X							X			X
25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Patapsco Ave from Magnolia Ave to the Patapsco River Bridge	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E Ordnance Rd	X			X	X						X			X
Harford Road Bridge over CSX	X			X							X			X
East-West Bus Corridor	X	X	X	X	X	X		X	X	X	X			X
Capital Project Delivery Services				X									X	
Citywide Transportation Studies				X										
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X							X			X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X							X			X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X							X			X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X							X			X
Baltimore County Bridge Inspection Program	X			X										X
Carroll County Projects														

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Shepherds Mill Road Bridge over Little Pipe Creek	X			X										X
Stone Chapel Road over Little Pipe Creek	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
Hookers Mill Road Bridge #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Moores Road Bridge #78 over a tributary to Gunpowder Falls	X			X										X
Hess Road Bridge #81 over Yellow Branch	X			X										X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X		X	X		X	X		X
US 29/Broken Land Parkway Interchange and North South Connector Road	X		X	X		X					X			X
Howard County Bridge Repairs and Deck Replacement	X			X										X
Maryland Transportation Authority Projects														
I-95 Fort McHenry Tunnel: Port Covington Access	X		X	X		X	X							X
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	X	X	X	X						X				X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X				X
I-95 Southbound Part-Time Shoulder Usage	X		X	X			X			X				X
Maryland Port Administration Projects														
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements				X				X						
Seagirt Marine Terminal Modernization: Birth Improvements				X			X							
Howard Street Tunnel	X			X		X	X							X
Maryland Transit Administration Projects														

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MDOT MTA Transportation Alternatives Program Grant	X	X	X	X	X	X	X	X	X		X	X		X
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Rural Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing – Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Kirk Bus Facility Replacement – Phase 1 & 2	X	X		X				X	X					X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X			X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X			X		X		X	X					X
Rural Transit Systems – Operating Assistance		X		X		X		X	X					
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X	X	X					X
MARC Improvements	X	X		X	X	X	X	X	X					X
MARC Facilities	X			X		X	X	X	X					X

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Office of the Secretary Projects														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	X	X	X	X		X	X	X	X					X
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X	X	X	X		X	X		X
Areawide Environmental Projects	X	X		X	X			X			X	X		
Areawide Congestion Management	X	X	X	X				X		X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X							X			X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	
SHA Projects – Anne Arundel County														
MD 175: Sellner Road/Race Road to McCarron Court	X		X	X	X	X					X	X		X
MD 173: Bridge Replacement over Rock Creek	X			X								X		X
SHA Projects – Baltimore County														
I-695 at Cromwell Bridge Road – Drainage Improvement	X			X				X						
I-695: US 40 to MD 144	X		X	X										X
I-695: I-70 to MD 43	X		X	X						X				X

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-83: Bridge Replacement over Padonia Road	X			X										X
US 1: Bridge Replacement over CSX	X			X							X			X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 45: Padonia Road to Wight Avenue	X			X				X			X			X
MD 151/MD 151B: Bridge Replacements	X			X										X
I-695: Bridge Replacement on Putty Hill Avenue	X			X							X	X		X
I-695: Reconstruction of Interchange at I-70	X		X	X										X
SHA Projects – Carroll County														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X			X
SHA Projects – Harford County														
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
US 1: Bridge Replacement at Tollgate Road and Winters Run	X			X								X		X
SHA Projects – Howard County														
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
SHA Projects – Queen Anne’s County														
MD 835C Sidewalk: Cockey Lane to Old Love Point Road	X			X	X						X	X		X

<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 	<ul style="list-style-type: none"> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Agency	TIP ID	Project Name	TIP Evaluation Criteria Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	LRTP Goals	LRTP Performance Measures / Targets To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas	Increase Mobility ¹ Promote Prosperity and Economic Opportunity ²	System Performance – Congestion
Anne Arundel County	11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure ³ Improve System Safety ⁴ Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-2103-41	MD 3: Saint Stephens Church Road to MD 175	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-2104-41	MD 214: MD 468 to east of Loch Haven Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

¹ Increase Mobility: Help people and freight to move reliably and efficiently.

² Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

³ Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

⁴ Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2105-13	Hanover Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2106-13	Conway Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2107-13	Jacobs Road Bridge over Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2101-66	Parole Transportation Center	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment ⁵ Improve Accessibility ⁶ Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management

⁵ Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

⁶ Improve Accessibility: Help people of all ages and abilities to access specific destinations.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	<ul style="list-style-type: none"> 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility 	<ul style="list-style-type: none"> Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability
Baltimore City	12-1701-04	Transportation Management Center Upgrade	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies 	<ul style="list-style-type: none"> Increase Mobility Improve System Security⁷ 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Reliability
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	<ul style="list-style-type: none"> 2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-1403-13	Wilkins Avenue Bridge Over Gwynns Falls	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition

⁷ Improve System Security: Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and man-made disasters.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1603-13	Radecke Avenue and Sinclair Lane over Moores Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1706-11	MLK Boulevard and Howard Street Intersection Improvements	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2002-13	41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 10. Implements transportation system management strategies 	<ul style="list-style-type: none"> Promote Informed Decision Making⁸ 	<ul style="list-style-type: none"> No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition

⁸ Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2011-11	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2012-11	Patapsco Avenue from Magnolia Avenue to the Patapsco River Bridge	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2106-13	Harford Road Bridge over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2201-64	East-West Bus Corridor	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single occupant vehicle 14. Enhances transportation safety	Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Activity	System Performance – Congestion System Performance – Emissions Transit Safety
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2014-99	Citywide Transportation Studies	4. Consistent with applicable short- and long-term comprehensive plans	Promote Informed Decision Making	No performance measures specifically addressing transportation studies
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore County	13-1701-13	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-2101-13	Madonna Road Bridge #113 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2102-13	St. Clair Bridge Road Bridge #100 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2103-13	Stafford Road Bridge #162 over Buck Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2201-13	Moore's Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel: Port Covington Access	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability
Maryland Transportation Authority	22-2201-19	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvement	1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lanes Northbound Extension	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve System Security	System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Port Administration	32-2001-83	Seagirt Marine Terminal Modernization: Berth Improvements	7. Provides for connectivity of facilities within the region to facilities outside the region	Promote Prosperity and Economic Opportunity	System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Freight
MTA - Transit	40-2104-29	MDOT MTA Transportation Alternatives Program Grants	1. Preserves the regional transportation system 2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-9501-05	Rural Transit Systems – Capital Assistance	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	<ul style="list-style-type: none"> 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1502-54	MARC Improvements	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Commuter Rail	70-1503-55	MARC Facilities	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	<ul style="list-style-type: none"> 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve System Safety 	<ul style="list-style-type: none"> Transit Safety
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	<ul style="list-style-type: none"> 2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions Transit Safety
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9506-38	Areawide Environmental Projects	<ul style="list-style-type: none"> 2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve System Safety Increase Mobility Promote Informed Decision Making	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition
SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders ⁹ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1701-41	MD 175: Sellner Road/Race Road to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability

⁹ Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures

SHA: Anne Arundel County	61-2101-13	MD 173: Bridge Replacement over Rock Creek	1. Preserves the regional transportation system 12. Improve bicycle safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure	Pavement Condition
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1707-11	MD 45: Padonia Road to Wight Avenue	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Baltimore County	63-2001-13	MD 151/MD 151B: Bridge Replacements	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	Bridge Condition
SHA: Baltimore County	63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Baltimore County	63-2201-12	I-695: Reconstruction of Interchange at I-70	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Carroll County	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 14. Enhances transportation safety	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Harford County	65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety 	<ul style="list-style-type: none"> Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Queen Anne's County	67-2101-03	MD 835C Sidewalk: Cockey Lane to Old Love Point Road	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve Accessibility Improve System Safety 	<ul style="list-style-type: none"> Highway Safety

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	<ul style="list-style-type: none"> • % of pavement on the interstate National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS in poor condition
Bridge Condition	<ul style="list-style-type: none"> • % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	<ul style="list-style-type: none"> • Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]

Long-Range Transportation Plan Performance Measures and Targets	
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> • % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	<ul style="list-style-type: none"> • % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	<ul style="list-style-type: none"> • Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

April 27, 2021

Mr. Todd Lang
Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore MD 21230

Dear Mr. Lang:

The Baltimore Regional Transportation Board's (BRTB) Fiscal Year 2022-2025 Transportation Improvement Program (TIP) contains all of the Maryland Department of Transportation (MDOT) projects that MDOT plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for Maximize 2045, the BRTB's Long Transportation Range Plan.

At this time, it is expected that all of the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.maryland.gov.

Sincerely,

Tyson Byrne
Manager
Regional Planning
Office of Planning and Capital Programming

Enclosures

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2022-2025 April 2021

Fiscal Reasonableness of the MDOT Program

The following table entitled "*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*" provides a summary of the Maryland Department of Transportation's (MDOT) Operating and Capital Program. All MDOT projects incorporated into the BRTB FY 2022-2025 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Fixing America's Surface Transportation Act. MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT's organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

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

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office AD	35.0	24.3	15.9	18.4	7.5	6.8	108.0
Motor Vehicle Administration	39.0	27.1	17.0	13.3	9.4	9.4	115.2
Maryland Aviation Administration D	142.7	223.6	193.6	167.1	100.4	26.9	854.3
Maryland Port Administration	180.9	202.6	204.3	205.4	164.6	101.5	1,059.3
Maryland Transit Administration D	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Washington Metropolitan Area Transit ACD	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
<u>State Highway Administration B</u>	<u>1,343.1</u>	<u>1,104.5</u>	<u>1,148.5</u>	<u>1,189.7</u>	<u>1,178.6</u>	<u>1,239.2</u>	<u>7,203.5</u>
TOTAL CAPITAL	2,826.4	2,646.3	2,486.0	2,584.0	2,410.5	2,223.6	15,176.8
Special Funds	1,145.3	798.9	1,012.8	1,172.2	1,137.2	1,137.7	6,404.2
Federal Funds	1,299.1	1,283.4	934.9	918.3	891.4	804.0	6,131.0
Other Funds F	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6
<u>OPERATING PROGRAM</u>							
The Secretary's Office A	101.7	100.0	102.0	104.0	106.0	109.0	622.7
Motor Vehicle Administration	202.8	202.1	207.0	212.0	217.0	222.0	1,262.9
Maryland Aviation Administration	195.6	198.6	204.0	209.0	214.0	219.0	1,240.2
Maryland Port Administration	48.6	49.4	50.0	51.0	52.0	53.0	304.0
Maryland Transit Administration	897.5	914.7	1,056.0	1,114.0	1,135.0	1,161.0	6,278.2
Washington Metropolitan Area Transit	424.5	450.7	465.0	479.0	493.0	508.0	2,820.2
<u>State Highway Administration</u>	<u>289.6</u>	<u>299.4</u>	<u>306.0</u>	<u>314.0</u>	<u>322.0</u>	<u>330.0</u>	<u>1,861.0</u>
TOTAL OPERATING	2,160.3	2,214.9	2,390.0	2,483.0	2,539.0	2,602.0	14,389.2
Special Funds	2,054.0	2,099.5	2,284.0	2,377.0	2,433.0	2,496.0	13,743.5
Federal Funds	106.3	115.4	106.0	106.0	106.0	106.0	645.7
Other Funds							

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	415.9	451.3	482.0	446.0	453.0	467.0	2,715.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>	<u>4,986.6</u>	<u>4,861.2</u>	<u>4,876.0</u>	<u>5,067.0</u>	<u>4,949.5</u>	<u>4,825.6</u>	<u>29,566.0</u>
Special Funds	3,615.2	3,349.7	3,778.8	3,995.2	4,023.2	4,100.7	22,862.9
Federal Funds	1,405.4	1,398.8	1,040.9	1,024.3	997.4	910.0	6,776.7
Other Funds	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6

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

Includes County and Municipality transfer funds from the federal government.

Capital Program WMATA Grants line federal funds received by WMATA directly.

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

Debt Service for County Bonds is not included in FY 23-26.

Funds not received through the Trust Fund. Includes from Passenger and 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 2021 - FY 2026 CTP/STIP:

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025 - 2026</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Guideway, Modernization and Bus	276.7	251.8	163.0	166.3	342.6	1,200.4
Elderly and Persons with Disabilities	0.0	3.8	3.9	4.0	12.5	24.2
Rural Area Formula	0.0	7.2	7.4	7.5	23.5	45.6
Subtotal (MTA)	276.7	262.8	174.3	177.8	378.6	1,270.2
<u>State Highway Administration</u>						
Statewide Planning & Research	20.5	21.2	20.7	21.1	43.0	126.5
Surface Transportation Program	167.8	132.9	164.0	153.6	469.0	1,087.3
Transportation Alternative Program	17.9	12.0	11.9	12.2	23.8	77.8
Special Federal Appropriations	59.9	13.1	0.1	0.0	0.0	73.1
Highway Safety Improvement Program	38.4	28.9	29.0	12.9	52.0	161.2
National Highway Performance Program	256.0	277.3	394.7	395.9	559.5	1,883.4
NHPP Exempt Program	29.9	9.0	9.2	9.3	19.0	76.4
Congestion Mitigation/Air Quality	54.4	54.1	52.8	52.8	93.6	307.7
Subtotal (SHA)	644.8	548.5	682.4	657.8	1,259.9	3,793.4
Grand Total	921.5	811.3	856.7	835.6	1,638.5	5,063.6

**Financially Constrained Long Range Plan
Year 2017 to 2045 Update
For The
Baltimore Metropolitan Area**

**Prepared by
Maryland Department of Transportation**

August 2017

DOCUMENTATION OF ASSUMPTIONS

Date: August 2017

Subject: Methodology and Assumptions used to derive the 2017 – 2045 Constrained Long-range Transportation Plan

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2016 figures are actual expenditures from historical records. FY 2017 to FY 2022 are from the FY 2017 Transportation Trust Fund Financial Plan and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2023 to FY 2045 projections of state funds use a historical annual average growth rate of 5.3%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and Transit program funds.

Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2016. Amounts for FY 2017 to FY 2022 represent the current version of the capital program.
- For the period FY 2023 – FY 2045, an annual growth rate of 2.0% is assumed for systems preservation projects, not to exceed 70% of the total program.

Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

Baltimore Area – Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, and WMATA) costs. Non-surface included the Maryland Port, Aviation, and Motor Vehicle Administrations and the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

**MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast**

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1991	266	144	376	247	623
1992	267	136	423	236	659
1993	323	164	466	264	770
1994	352	167	519	246	765
1995	365	204	569	310	900
1996	426	234	662	403	1,065
1997	441	264	705	506	1,211
1998	478	260	738	616	1,363
1999	508	227	735	677	1,412
2000	551	270	821	760	1,601
2001	591	268	859	773	1,632
2002	677	187	764	642	1,306
2003	636	254	692	418	1,110
2004	689	279	908	393	1,301
2005	709	400	1,109	407	1,606
2006	784	391	1,175	466	1,640
2007	770	417	1,187	393	1,600
2008	808	461	1,269	411	1,676
2009	888	516	1,383	490	1,893
2010	913	476	1,399	456	1,844
2011	979	678	1,657	632	2,289
2012	1,045	612	1,657	772	2,429
2013	1,168	620	1,778	772	2,550
2014	1,178	619	1,797	762	2,559
2015	1,237	714	1,951	873	2,731
2016	1,303	729	2,032	763	2,828
2017	1,306	724	2,126	701	2,821
2018	1,408	760	2,264	680	2,934
2019	1,527	974	2,501	388	2,889
2020	1,603	967	2,640	276	2,916
2021	1,646	908	2,466	376	2,781
2022	1,672	1,006	2,688	366	3,034
2023	1,638	1,164	2,792	418	3,208
2024	1,643	1,324	3,197	477	3,644
2025	1,959	1,436	3,297	603	3,900
2026	1,917	1,369	3,306	606	4,112
2027	1,947	1,660	3,607	1,123	4,630
2028	2,030	1,680	3,610	1,071	4,681
2029	2,080	1,667	3,637	1,006	4,642
2030	2,131	1,476	3,606	687	4,293
2031	2,161	1,391	3,672	463	4,066
2032	2,264	1,449	3,713	400	4,113
2033	2,464	1,284	3,738	560	4,288
2034	2,692	1,269	3,861	640	4,301
2035	2,898	1,332	4,228	571	4,699
2036	2,811	1,408	4,219	603	4,822
2037	2,924	1,490	4,414	639	5,063
2038	3,043	1,676	4,619	676	5,296
2039	3,176	1,661	4,837	712	5,649
2040	3,313	1,688	5,011	688	5,699
2041	3,451	1,732	5,183	914	6,097
2042	3,697	1,766	5,363	1,030	6,393
2043	3,764	1,892	5,656	1,146	6,702
2044	3,911	1,936	5,749	1,270	7,020
2045	4,079	1,874	5,953	1,416	7,369
2046	4,267	1,912	6,169	1,669	7,796
2047	4,433	1,950	6,383	1,791	8,104
2048	4,633	1,989	6,622	1,879	8,501
2049	4,837	2,029	6,866	2,062	8,918
2050	5,042	2,070	7,112	2,242	9,354
2051	5,266	2,111	7,369	2,444	9,813
2052	5,476	2,163	7,628	2,667	10,295
2053	5,717	2,198	7,913	2,888	10,802
2054	6,003	2,240	8,203	3,131	11,334
2055	6,228	2,285	8,513	3,383	11,896

BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2016	86.4%



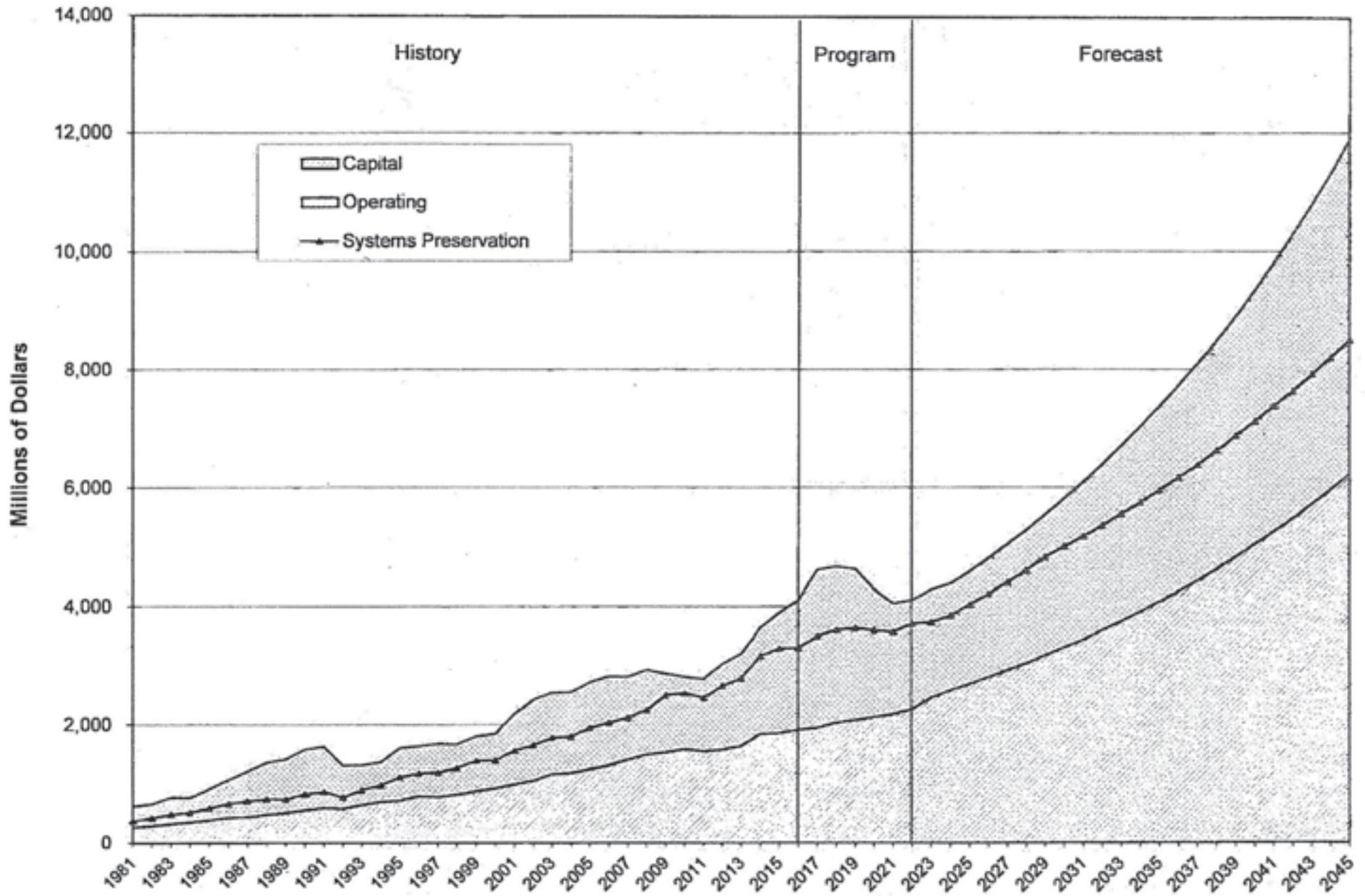
Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Balto. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	550	475	23	498	201	201
2024	540	467	23	490	197	197
2025	571	493	23	516	208	208
2026	603	521	23	544	219	219
2027	639	552	23	575	232	232
2028	676	584	24	608	245	245
2029	712	615	24	639	258	258
2030	805	696	24	720	290	290
2031	914	790	24	814	328	328
2032	1,030	890	24	914	368	368
2033	1,148	990	25	1,015	409	409
2034	1,279	1,105	25	1,130	455	455
2035	1,416	1,224	25	1,249	503	503
2036	1,559	1,347	25	1,372	553	553
2037	1,721	1,487	25	1,512	609	609
2038	1,879	1,624	26	1,650	665	665
2039	2,052	1,773	26	1,799	725	725
2040	2,242	1,938	26	1,964	791	791
2041	2,444	2,112	26	2,138	861	861
2042	2,667	2,305	26	2,331	939	939
2043	2,889	2,497	27	2,524	1,017	1,017
2044	3,131	2,706	27	2,733	1,101	1,101
2045	3,383	2,924	27	2,951	1,189	1,189
Total '23-'46	34,848	30,116	571	30,687	12,363	12,363
Total '14-'45	41,503					13,511

MDOT - Office of Finance
18-Aug-17

MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast





M A R Y L A N D
County Executive Stewart L. Pittman

Office of Transportation
Anne Arundel County Government
2664 Riva Road, 3rd Floor - MS-6600
Annapolis, MD 21401
410-222-7440

Ramond Robinson
Director of Transportation

April 5, 2021

Mr. Todd Lang
Baltimore Regional Transportation Planning Director
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Dear Mr. Lang,

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2022-2025 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs in Anne Arundel County. Traditionally, the sources of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2022-2025 TIP projects are financially reasonable.

If you should have any questions, please contact me at 410-222-3294.

Sincerely,


Ramond Robinson, Director

Cc: Pete Baron, Director, Government Relations
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE
BRANDON SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION
Steve Sharkey, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

April 12, 2021

Mr. Todd R. Lang
Transportation Planning Director
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang,

This letter provides the "Statement of Financial Reasonableness" for Baltimore City's Transportation Program (TIP) funding request for FY 2022 to FY 2025.

The FY 2022-2027 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 11, 2021. The Board of Finance review and approval is projected to occur on April 26, 2021. The capital budget for FY 2022-2027 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2022-2025 Baltimore City TIP. Prior appropriations combined with projected Highway User Revenue, MDOT County Transportation Revenue Bond funds, and private or grant funds will be sufficient to cover Baltimore City's matching share for federal aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Mr. Theo Ngongang, Deputy Director, at (410) 396-6802 or via email at Theo.Ngongang@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,

Steve Sharkey
Director

Cc: Mr. Theo Ngongang, Deputy Director, BCDOT
Ms. Adrea Turner, Chief of Staff, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT

JOHN A. OLSZEWSKI, JR.
County Executive

D'Andrea Walker
Acting Director of Transportation



April 20, 2021

Mr. Todd Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: 2022-2025 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Todd Lang:

Baltimore County's portion of the 2022-2025 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at:

<https://www.baltimorecountymd.gov/departments/executive/fy21budgetdetails.pdf>

As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions please contact Mr. Samuel Sneed of our Transportation Bureau at telephone 410-887-3554 or via email at ssneed@baltimorecountymd.gov.

Sincerely,

D'Andrea L. Walker

D'Andrea Walker, Director
Department of Public Works

SAW: TK:JP:KJcc:
Greg Carski-Balt. Co. Traffic\S:DPW:SHARED:SIGNATURES IN

Lynda D. Eisenberg
Director
Department of Planning

410-386-5145, fax 410-386-2836
Toll-free 1-888-302-8978
MD Relay service 7-1-1/800-735-2258



Carroll County Government
225 North Center Street
Westminster, Maryland 21157
email: ccplanning@carrollcountymd.gov

April 7, 2021

Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

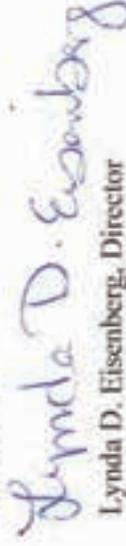
Re: Letter of Financial Commitment for the FY 2022-2025 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2022-2025 TIP comprises ten (10) projects to replace or rehabilitate County-maintained bridges, culverts and roads as well as a bridge inspection program for County-owned and maintained structures. Four (4) of the bridge and culvert projects, and the bridge inspection program, are included as capital projects in both the current FY 2021-2026 CIP and the proposed FY 2022-2027 CIP. The remaining six (6) projects have previous funding. Finally, all ten (10) TIP projects are identified in the current CIP as "Active Capital Projects with Prior Appropriations".

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Christopher Letnaunchyn at (410) 386-2169 (cletnaunchyn@carrollcountymd.gov).

Sincerely,


Lynda D. Eisenberg, Director
Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Chris Letnaunchyn, Chief, Bureau, Bureau of Engineering
Clare Stewart, Comprehensive Planner, Department of Planning

DEPARTMENT OF PLANNING
Planning for success in Carroll County

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE



JENNY B. JARKOWSKI
DIRECTOR OF PLANNING & ZONING

April 2, 2021

Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

RE: Harford County's 2022-2025 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2022-2025 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects and do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting eliminates idling and reduces carbon monoxide emissions.

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority ranking will be on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | www.harfordcountymd.gov
220 South Main Street, Bel Air, Maryland 21014

MARYLAND'S NEW CENTER OF OPPORTUNITY

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

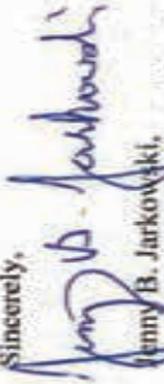
Todd Lang
Baltimore Metropolitan Council
April 2, 2021
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 2021 Harford County Capital Budget under Highway Capital Projects. Other traditional funding sources for land acquisition, engineering and construction of Bridge Replacement and Restoration projects in the Harford County Capital Budget includes the Highway General Fund Revenue and Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (+1) 638-3103, extension 1372.

Sincerely,



Penny B. Jarkowski,
Director of Planning and Zoning

JBJ/AR/lap

cc: The Honorable Barry Glassman, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
David Culver, Deputy Director, Department of Planning and Zoning
Joel A. Gallihue, Long-Range Planning Chief, Department of Planning and Zoning
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



Howard County Office of Transportation
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov
FAX 410-313-1655
TDD 410-313-2323

April 5, 2021

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council Office @ McHenry Row
1500 Whetstone way, Suite 300
Baltimore, MD 21230

Dear Mr. Lang,

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2022-2025 TIP are for multiple Bridge Repair and Deck Replacement project and regionally significant projects throughout the county.

The Regionally Significant Projects include:

- Route 29 - Broken Land Parkway interchange and North South Connector Road (CO-319)
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road (J-4222)

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments, including projects Howard County will fund independently.

The anticipated availability of these local matching funds is documented in the:

- Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2022.
- Project Pages from Howard County Executive Proposed Capital Budget Fiscal Year 2022
- CB70-2016 and CR105-2016, approving creation of a Development District in Downtown Columbia as a special taxing district for the development of public improvements.

These documents will be provided via electronic mail correspondence for your review. If you have any questions, please contact David Cookson at (410) 313-3842 or (202) 812-1300.

Sincerely,

Bruce Gartner,
Administrator

Cc: Lornie Robbins, Chief Administrative Officer
Sameer Sidh, Chief of Staff
Tom Meunier, Director, Howard County Department of Public Works
Amy Gowan, Planning Director Howard County Department of Planning and Zoning
David Cookson, Planning Manager, Howard Office of Transportation.

APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #22-2**

**APPROVING THE SELF-CERTIFICATION REVIEW OF THE
BALTIMORE REGIONAL TRANSPORTATION BOARD**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; and representatives of the Maryland Departments of Transportation, the Environment, Planning, the Maryland Transit Administration, as well as Annapolis Transit; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

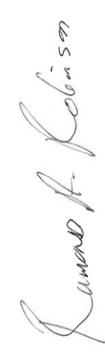
- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);

- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging);
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2021 meeting.

7-27-21



Date

Ramond Robinson, Chair
Baltimore Regional Transportation Board

7/13/21

Date



Greg Slater, Secretary
Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD
2021 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS**

BACKGROUND

Baltimore Regional Transportation Board

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- conducting transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Annapolis Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA) Maryland Division Office, the Federal Transit Administration (FTA) Region 3 Office, the Maryland Department of Transportation (MDOT), member jurisdictions, locally operated transit service providers, and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining a database of building permits issued throughout the region.

The Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation planning process. This agreement, initiated in 1992 with the redesignation of the BRTB and reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates

recent changes in federal transportation law and adds Queen Anne's County as a member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the Baltimore Urban Area Homeland Security Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

BRTB Subcommittees and Advisory Groups

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

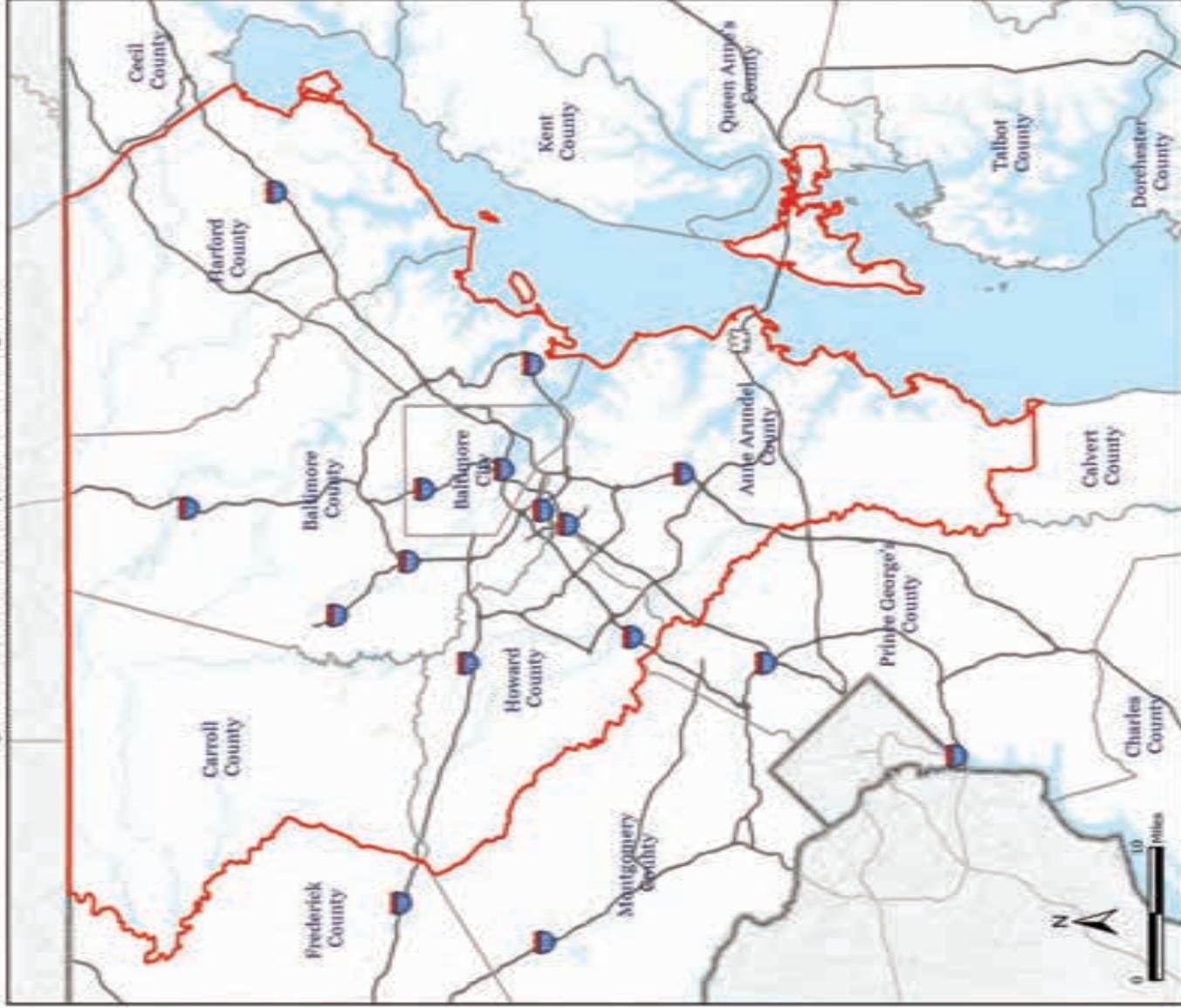
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee (on hiatus)
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

Baltimore Region Urbanized Area

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).

Figure 1- Baltimore Metropolitan Planning Area



The planning area is part of the 2010 U.S. Census Bureau's Baltimore - Columbia - Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen - Bel Air South - Bel Air North Urbanized Area, and the Westminster - Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The FAST Act's predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

MAP-21 also required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds is required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and sub-recipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB coordinated with MDOT SHA and MDOT MTA to develop performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

The BRTB has adopted all 25 of the federally mandated performance measures and targets. These include:

- Four transit asset management measures and targets (adopted in June 2017 and updated in February 2019): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- Four transit safety measures and targets (adopted in January 2021): (1) the number of reportable fatalities and the rate per total vehicle revenue miles (VRM) by mode, (2) the total number of reportable injuries and the rate per total VRM by mode, (3) the total number of reportable safety events and the rate per total VRM by mode, and (4) the mean distance between major mechanical failures by mode
- Five highway safety measures and targets (adopted in January 2018 and updated in January 2019, January 2020, and January 2021): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and serious injuries – pedestrian and bicycle
- Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018 and updated in October 2020): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted in June 2018 and updated in October 2020): total 2-year and 4-year cumulative reported emissions reductions of each criteria pollutant and applicable precursors for which the area is designated nonattainment or maintenance. The BRTB region is in nonattainment with respect to 8-hour ozone. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds and nitrogen oxides.
- Four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of NHS interstate pavement in good condition, (2) percentage of NHS interstate pavement in poor condition, (3) percentage of NHS non-interstate pavement in good condition – state/local, and (4) percentage of NHS non-interstate pavement in poor condition – state/local
- Two measures and targets to assess bridge condition (adopted in October 2018): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTRR)) (adopted in October 2018): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- One measure and target to assess freight movement on the interstate system (adopted in October 2018): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for performance measures. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "nonattainment" area for the 2008 and 2015 8-hour ozone NAAQS.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.

- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Other Examples of the BRTB's Commitment to Public Involvement

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- In early 2021, BMC signed a three year contract with publicinput.com to provide new ways for the public to engage in the process, including custom emails for each project, voicemail messaging, the opportunity to text comments or complete surveys, and more.
- notification of new comment periods and events posted on BMC website (over 6,500 followers on social media; emails to nearly 5,000 interested parties and a mailing list of over 2,000 for *B'more Involved*)
- publication of *B'more Involved* e-newsletter, distributed to over 2,100 subscribers and cross posted on Facebook and Twitter.

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

As an MPO, the BRTB is required to convene its members and provide opportunities for engagement for stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a sub-recipient of federal financial assistance via MDOT, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On May 25, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program. An annual report was presented on May 25, 2021 via BRTB Resolution

#21-26. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. Recent updates include:

- Over the past year, no Title VI complaints have been filed.
- Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity. In March 2021, BMC hosted training for approximately 40 staff and committee members on the history of race in America and systemic and institutional racism. In December, staff launched an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB.
- For the DBE program, staff have reviewed past participation and established the goal of 31.7 percent for FY 2022. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- As part of our efforts to address equity, staff continued to enhance our EJ analysis and tools. This year, staff have focused on three areas: 1) we explored what updated EJ analysis methods are enabled by the transition to the InSITE activity-based model; 2) we utilized new research to conduct an analysis of bicycle and pedestrian crash rates in relation to the location of EJ populations at the census tract level; and 3) we updated the EJ section of the TIP to include more detailed data on EJ populations in the Baltimore region and a discussion of the methodology.
- This year staff are planning a number of initiatives, including hosting Every Voice Counts in fall 2021. In addition, staff will continue to incorporate an equity lens into projects such as the Climate Change Resource Guide and the analysis of Automated Vehicle deployment in the region.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low Income Populations,” addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

BMC staff members accepted an invitation to join a federal EJ Peer Exchange, starting in summer 2021.

Limited English Proficiency Plan

In accordance with “U.S. Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency Persons,” BMC staff conducted a four-factor analysis to determine the “reasonable steps” the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the "About the BRTB" brochure.
- the BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- as a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In May 2019, the BRTB approved the 2019 Limited English Proficiency Plan for the Baltimore region (Resolution #19-23).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation program

Unified Planning Work Program – UPWP

The UPWP is the basis for the work scope for transportation planning in the Baltimore region. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2022 - 2023 UPWP in April 2021.

The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for FY 2022 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$9,000,000.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

The BRTB has been timely in its submittal of the draft and final report for approval. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with

committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the L RTP and the TIP are required by law to be fiscally constrained. In the case of the L RTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the L RTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Long-Range Transportation Plan

The BRTB adopted the current L RTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of *Maximize2045*, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism, and
- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Maximize2045 Environmental Justice Analysis

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for the following measures by both auto and transit:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Maximize2045* showed that the surface transportation investments in the Preferred Alternative should not have disproportionate effects on EJ TAZs.

Maximize2045 Public Outreach and Engagement

Throughout the 2-year process to develop *Maximize2045*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2045* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2045* available to the public for review and comment for a 45-day period from May 9 through June 18, 2019. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Maximize2045* online along with a map of projects and advertised in 14 newspapers and online sites. The BRTB addressed public comments in preparing the final version of *Maximize2045*.

2023 Regional Long-Range Transportation Plan

The BRTB has approved a resolution to adopt the next long-range transportation plan by July 2023. The following activities were completed during FY 2021:

- The Technical Committee and the BRTB selected *Resilience 2050: Adapting to the Challenges of Tomorrow* as the name for the next plan.
- BMC staff reviewed and recommended updates for regional goals and strategies, which were reviewed by the Technical Committee in July 2020. These updates are intended to strengthen the commitment to a performance-based planning and programming approach and to the continued efforts to analyze the effects of regional transportation

policies and investments relative to equity concerns. The goals and strategies will undergo a public review in early FY 2022.

- BMC communications staff developed branding materials and templates
- BMC staff began evaluating potential updates to the project scoring process and updated the project submittal form

Upcoming activities for FY 2022 include:

- Adopting an updated scoring methodology
- Reviewing and adopting an updated financial forecast. This item was delayed to incorporate impacts associated with the COVID-19 pandemic.
- Beginning the process for generating Round 10 socioeconomic forecasts through 2050. This item was also delayed so that forecasts could incorporate impacts associated with the COVID-19 pandemic.
- BMC staff writing, modeling exercises and speakers on emerging trends and issues
- Adopting updated performance targets, as applicable according to federal due dates

FY 2022-2025 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2022-2025 TIP. This included review by BMC staff for consistency with *Maximize2045*, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB also worked with its subcommittees to review the proposed list of projects. Based on results of this review, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The total amount programmed in the 2022-2025 TIP is approximately \$4.04 billion. Federal funds account for \$2.45 billion of this total, with local and state matching funds accounting for the remaining \$1.59 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the L RTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved L RTP and must have been considered in the congestion management process for the region.

FY 2022-2025 TIP Financial Considerations

As noted, the 2022-2025 TIP uses current and available revenue sources listed in the 2021-2026 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

FY 2022-2025 TIP and Performance-Based Planning and Programming

As required by the FAST Act, the 2022-2025 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2022-2025 TIP Public Outreach and Engagement

The public review period for the draft FY 2022-2025 TIP and the associated draft Air Quality Conformity Determination took place from June 8 through July 9, 2021. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, fax, voicemail, and Twitter.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held a virtual public meeting on Thursday, June 17 from 7:00 to 8:00 p.m. A recording of the virtual meeting was made available on the BMC website.

Air Quality Conformity – Maximize2045 and FY 2022-2025 TIP

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2022-2025 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2022, 2025, 2035, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2022-2025 TIP are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2022 is 31.7% (approved through Resolution #21-25). Specifically, the BRTB is using the goal of MDOT as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

On Wednesday, October 28, 2020, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRPC) co-hosted the 12th Annual Meet the Primes event. This virtual procurement outreach event connected small and minority owned businesses (MBE/SBE) to prime contract bidders. The event welcomed over 500 small and minority business participants.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources, including the BRPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introductory meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee complies with the lead entity's minority business enterprise procedures and goals while still allowing for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- all public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- all public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- all documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- the website is accessible to and usable by individuals with vision impairments.
- the telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- a list of resources for auxiliary aids and services has been developed and is maintained.
- the new social engagement platform, Publicinput.com offers live transcription as well as transcription on saved recordings.

The planning process utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MDOT MTA and the

Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space, adjustments have been completed. The exterior was reviewed by the development company and a significant upgrade was completed.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations.

OLDER AMERICANS ACT

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: www.baltometro.org.

2012 - Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region: 2010 Census Update

This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 31 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

2015 - The Aging of the Regional Population and Its Effect on Travel

The Baby Boom Generation (born 1946 through 1964) began to turn 65 in 2011. As they age, the elderly population of the Baltimore region will increase, with consequences for transportation, healthcare, and economics. This study was part of a series titled "Directions: Travel Trends in the Baltimore Region."

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: www.baltometro.org.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with MDTA in developing the 2019 Baltimore Area Coordinated Public Transit – Human Services Transportation Plan. This plan meets the Fixing America's Surface Transportation (FAST) Act federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed,

coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding under other FTA programs.

In December 2019, the BRTB approved an updated *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* through Resolution #20-9.

2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit

Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

MDOT MTA Mobility/Paratransit

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

Anne Arundel County

The Anne Arundel County Office of Transportation & Transit operates ten routes and also participates in the Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Baltimore County

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips. This service was recently moved out of the Department of Aging into the Department of Public Works and Transportation. Additionally, DPW&T will begin operating a free shuttle in the Towson area in October 2021. Grant requests have been written to initiate a similar shuttle service in the Owings Mills area.

Carroll County

Ride With Us is a non-profit formed in 2016 to provide demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County

Harford Transit LINK provides services in accordance with the ADA. Vehicles are wheelchair accessible.

Howard County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Queen Anne's County

County Ride is the public transit system for Queen Anne's County and is operated under the Department of Aging. County Ride operates 3 deviated fixed routes, Route 1 (Kent Island & Grasonville to Easton), Route 2 (Centreville to Stevensville) and Route 3 (Annapolis). Deviated-fixed routes operate on a time schedule. Drivers may deviate off the route for any rider if the deviation is within 3/4 of a mile.

Action in Maturity (A/M)

A/M is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

Neighbor Ride

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

Partners In Care

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members for doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

APPENDIX D

MDOT SHA AREAWIDE PROJECTS

KNOWN FY 2022 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2021-2026 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	Broadneck Peninsula Trail - Phase 2	Green Holly Drive to Bay Dale Drive	Trail construction
Baltimore City		Pimlico Elementary School	Non-infrastructure and infrastructure improvements to promote safe routes to school
Carroll County	Eldersburg Elementary – Johnsville Road	Victor Drive to Bartholow Road	Sidewalk improvements to promote safe routes to school
Harford County	Aberdeen MARC Station Connectivity	Aberdeen MARC Station - Polk Street to East Bel Air Avenue	Bicycle and pedestrian improvements
Harford County	Ma & Pa Connector Trail Segment 2	Main Street to North Avenue	Trail construction
Howard County	Patuxent Branch Trail	Old Guilford Road to Vollmerhausen Road	Trail paving
Queen Anne’s County	Cross County Connector Trail	Kent Narrows Road	Trail construction
Areawide Environmental Projects (60-9506-38)			
Anne Arundel County	US 50 & I-97	US 50 from Prince George’s County Line to I-97 and I-97 from US 50 to MD 3	Roadside vegetation management and native plant establishment
Baltimore County	I-83	I-695 to Pennsylvania State Line	Roadside vegetation management and native plant establishment
Baltimore County		At MD 145 and MD 165	TMDL stream restoration of Little Gunpowder Falls Tributary at MD 145 and MD 165
Howard County	I-95	Prince George’s County Line to Baltimore County Line	Roadside vegetation management and native plant establishment
Regional	Various	Various	TMDL drainage improvements
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel County	MD 794	MD 794 at Wayson’s Corner	Widening of entrance for bus access
Anne Arundel, Baltimore, and Howard Counties	US 1	Various	Installation of ITS and CAV capable field devices

Regional	N/a	N/a	Transportation Systems Management and Operations (TSMO) Planning Activities
Regional	N/a	N/a	CHART Systems Network Engineering and System Connectivity
Regional	N/a	N/a	CHART Systems Development – operating software upgrades
Areawide Safety and Spot Improvement (60-9508-19)			
Baltimore County	MD 43	At Honeygo Boulevard	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
Baltimore and Harford Counties	Various	Various	ADA sidewalk upgrades
Carroll County	MD 32	At Johnsville Road/Bennett Road	Geometric improvements
Carroll County	MD 140	At Mayberry Road	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Geometric improvements
Howard County	US 1	Prince George's County Line to Doctor Patel Drive	Sidewalks, crosswalks, and intersection improvements
Regional	Various	Various	Modification, reconstruction, and installation of traffic signals
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	Various	Bridges 0200405, 0200406, 0206100, 0213400, 0216100, 0217700, and 0222800	Cleaning and painting
Baltimore County	MD 695	Bridge 0324800 over Cove Road	Bridge rehabilitation
Baltimore County	I-70	Bridge 0323900	Deck replacement and overlay
Baltimore County	Various	Bridges 0304300, 0324400, 0327605, 0327606, and 03417X0	Cleaning and painting
Howard County	MD 94	Bridge 1309400 over I-70	Bridge rehabilitation
Regional	Various	Various	Minor rehabilitation and preservation of bridges and other structures
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Baltimore County	MD 140	East Pleasant Hill Road to Stockdale Avenue	Resurfacing and Baltimore County water line replacement

Howard County	MD 32	At Dorsey Run Road interchange	Resurfacing
Howard County	I-95	Baltimore County Line to MD 100	Resurfacing
Regional	Various	Various	High friction surface treatment
Regional	Various	Various	Joint and crack sealing
Regional	Various	Various	Line striping
Regional	Various	Various	Patching and resurfacing
Regional	Various	Various	Traffic barrier upgrades

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD

Projects Between Funding Stages or On Hold

Project Id	Project Title	Jurisdiction	Year of Operation last time in TIP	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1201-99	Baltimore City Locked Gate IAPA	Baltimore City	2021	Miscellaneous	Miscellaneous
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1414-11	Citywide System Preservation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	NA	Highway Preservation	Bridge repair/deck replacement
12-1601-13	Orleans Street Bridge over I-83 and City Streets	Baltimore City	2028	Highway Preservation	Bridge repair/deck replacement
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-2005-13	Brehms Lane over Herring Run	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
12-2009-13	Howard Street over I-83, CSX, Amtrak, and Jones Falls	Baltimore City	2030	Highway Preservation	Bridge repair/deck replacement
12-2015-13	Waterview Avenue over Ramp to 295	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	Howard County	2024	Highway Capacity	Roadway Widening
16-1405-41	Guilford Road: US 1 to Dorsey Run Road	Howard County	2024	Highway Capacity	Roadway Widening
16-1407-46	MD 175 at Oakland Mills Road Interchange	Howard County	2023	Highway Capacity	New Interchange
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
16-2001-67	Bus Rapid Transit	Howard County	NA	Transit Capacity	Transit capacity expansion
16-2101-41	Marriottsville Road and I-70 Bridge Improvements	Howard County	2022	Highway Capacity	Roadway Widening
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	NA	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	NA	Commuter Rail	Other
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	MDOT SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	MDOT SHA	2034	Highway Capacity	Roadway Widening
63-0802-41	MD 140: Painters Mill Road to Owings Mill Boulevard Phase 2	MDOT SHA	2025	Highway Capacity	Roadway Widening
63-0803-46	I-795: Dolfield Boulevard Interchange	MDOT SHA	2040	Highway Capacity	New Interchange
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	MDOT SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-1406-41	US 29: Middle Patuxent River to Seneca Driver – Phase 2	MDOT SHA	2030	Highway Capacity	Roadway Widening
66-1801-41	I-95: Active Traffic Management	MDOT SHA	NA	Highway Capacity	Roadway Widening

APPENDIX F

FY 2021-2024 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2021 – 2024 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-2101-05	Low or No Emission (Low-No) Bus Program	MDOT Maryland Transit Administration	This amendment adds \$2.95 million in FTA Section 5339(c) Low or No Emission Vehicle discretionary grant program funds along with \$2.95 million in state matching funds to the 2021-2024 TIP. MDOT MTA was awarded funds from this discretionary grant program to purchase three new electric buses and associated charging infrastructure.	The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funds to purchase three new electric buses and associated charging infrastructure as it transitions to a zero emissions fleet. MDOT is providing the \$2.95 million in matching funds. Conformity Status: Exempt	Resolution #21-5: 9/22/2020
13-2001-13	Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	Baltimore County	This amendment adds the project to the 2021-2024 TIP by shifting construction funding from FY 2020 to FY 2021. The project was included in the 2020-2023 TIP and was originally scheduled to advertise for construction in FY 2020. However, delays in right-of-way acquisition delayed advertisement until FY 2021, necessitating inclusion of the project in the 2021-2024 TIP. Construction funding includes \$9.6 million in federal STBG funds along with \$2.4 million in local matching funds.	This project replaces Bridge No. BC6507 on Phoenix Road over the Gunpowder Falls and the NCR Trail. The bridge is located in Baltimore County, but is owned and maintained by Baltimore City as it is located within the Loch Raven Reservoir. The construction phase is funded with federal funds originally intended for Baltimore County. Both Baltimore City and Baltimore County are contributing matching funds. The old bridge provided 20' of clear roadway width for two lanes and no shoulders. The new bridge will provide 30' clear roadway width (between traffic barriers) for two 12' lanes and two 3' shoulders. Engineering was completed in FY 2019 with local funds only. Conformity Status: Exempt	Resolution #21-6: 9/22/2020
12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	Baltimore City	This amendment shifts FY 2021 funding from the construction phase to the planning and engineering phases. Construction funds decrease by a total of \$4.5 million (\$3.6 million federal STBG/\$900,000 matching). Planning funds increase by \$1.575 million (\$1.26 million federal STBG/\$315,000 matching) and engineering funds increase by \$2.925 million (\$2.34 million federal STBG/\$585,000 matching). The total amount of funding in the project remains unchanged. The funds shifted to the engineering and planning phases will be utilized for the traffic signal timing optimization project.	Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, geometric improvements at multiple intersections, traffic signal reconstruction, and traffic signal timing optimization. Engineering funds were included in FY 2019. FY 2021 planning and engineering funds are for the traffic signal timing optimization project. Conformity Status: Exempt	Resolution #21-8: 9/22/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
11-1601-19	McKendree Road Culvert over Lyons Creek	Anne Arundel County	This administrative modification adds federal Surface Transportation Block Grant program funds in FY 2021 to complete engineering. This is not a new project phase as engineering funds were first obligated in FY 2017. Preliminary design and NEPA are complete, with final design delayed by both the pandemic and the design review process. Anne Arundel County's initial design estimate was based on averaging the costs of recent similar designs. The anticipated costs to complete engineering are in excess of the original estimates, necessitating additional funds to complete engineering. Engineering funds are added in the amount of \$490,000 (\$392,000 federal/\$98,000 local). Funding in the TIP increases from \$967,000 to \$1.457 million.	This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road. Engineering funds were first included in FY 2017. Conformity Status: Exempt	Admin Mod: 11/6/2020
15-1601-13	Glenville Road Bridge #30 over Mill Brook	Harford County	This administrative modification adds federal Surface Transportation Block Grant program funds in FY 2021 for the engineering phase and shifts construction funds from FY 2023 to FY 2024. Engineering is not a new project phase as engineering funds were included in FY 2018 of the 2018-2021 TIP. The project encountered significant delays during the consultant selection process, necessitating the addition of engineering funds to the 2021-2024 TIP. Engineering funds are added in the amount of \$410,000 (\$328,000 federal/\$82,000 local). Funding in the TIP increases from \$1.325 million to \$1.735 million. The total cost of the project is unchanged.	This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Three foot shoulders are planned on both sides of the road. Conformity Status: Not Exempt	Admin Mod: 11/6/2020
30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	MDOT Maryland Port Administration	This amendment adds a \$10 million Better Utilizing Investments to Leverage Development (BUILD) discretionary grant to the 2021-2024 TIP. MDOT MPA was awarded funds to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal. MDOT is providing \$26.7 million in state matching funds for a total project cost of \$36.7 million. A total of \$25.23 million is being added to the 2021-2024 TIP, with funding continuing through FY 2026.	This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events. MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete. Conformity Status: Exempt	Resolution #21-9: 11/24/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2021 to reflect the difference between the forecasted and actual award in Harford County. Section 5307 funds decrease by \$296,000 along with a decrease of \$74,000 in matching funds. Section 5339 funds decrease by \$182,000 along with a decrease of \$46,000 in matching funds. FY 2021 funds will be used for one heavy duty bus replacement, seven small bus replacements, and continued preventive maintenance. Total funding in the TIP decreases from \$4.999 million to \$4.401 million.	This project provides capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned FY 2021 purchases include a heavy duty bus replacement, 7 small bus replacements, and continued preventive maintenance. Conformity Status: Exempt	Admin Mod: 11/30/2020
40-9501-05	Rural Transit Systems – Capital Assistance	MDOT Maryland Transit Administration	This administrative modification updates FTA Section 5339 funds in FY 2021 to reflect the difference between the forecasted and actual awards to the grant sub-recipients. Section 5339 funds decrease by \$166,000 along with a decrease of \$41,000 in matching funds. FY 2021 funds will be used for 4 small bus replacements, 3 heavy duty bus replacements, and 7 small cutaway buses. Total funding in the TIP decreases from \$2.185 million to \$1.978 million.	This project provides capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County, Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). Planned FY 2021 purchases include 4 small bus replacements for Baltimore County, 3 heavy duty bus replacements for Howard County, and 7 new small cutaway buses for Anne Arundel County. Conformity Status: Exempt	Admin Mod: 11/30/2020
40-9502-05	Small Urban Transit Systems - Capital Assistance	MDOT Maryland Transit Administration	This amendment updates FTA Section 5307 and 5339 funds in FY 2021. Section 5307 funds decrease by \$30,000 along with a decrease of \$8,000 in matching funds. These funds will be used for preventive maintenance in Carroll County and are changing to match the actual award as opposed to the forecasted amount. Section 5339 funds increase by \$729,000 along with an increase of \$182,000 in matching funds. This increase is due to providing federal funds to the city of Annapolis, which historically received state funding. Total funding in the TIP increases from \$1.632 million to \$2.505 million.	This project provides capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, the city of Annapolis, Anne Arundel County and Howard County. Planned FY 21 purchases include preventive maintenance and 3 small bus replacements in Carroll County as well as 2 heavy bus replacements and a maintenance lift in the city of Annapolis. Conformity Status: Exempt	Resolution #21-10: 12/15/2020

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
67-2101-03	MD 835C Sidewalk: Cockey Lane to Old Love Point Road	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP funded with a repurposed Section 1702 High Priority Project congressional earmark. The project funds engineering in the amount of \$170,000 (\$161,000 federal/\$9,000 matching) for a sidewalk where none currently exists along MD 835C. The original earmark (ID MD055) provided \$306,000 for the design and construction of the Cross Island Trail. This project ultimately received a federal Transportation Alternatives program grant and did not make use of the earmarked funds. The original MD055 earmark required that repurposed funds be used within 25 miles of the original project location. The sidewalk will be located within 1/4 mile of the now complete Cross Island Trail.	<p>This project will provide a sidewalk where none currently exists along MD 835C (Love Point Road) between Old Love Point Road and Cockey Lane in Stevensville. The sidewalk will be constructed on the east side of the roadway, following the northbound lane of MD 835C. It is anticipated to be 5 feet wide and will include ADA ramps on named side roads. Inclusion of depressed sidewalk along driveways and crosswalk markings on side roads will be determined during design.</p> <p>The project is funded for engineering only at this point. It is funded with a repurposed Section 1702 High Priority Project earmark. The original earmark (MD055) was \$306,000 dedicated for the design and construction of the Cross Island Trail in Queen Anne's County.</p> <p>Conformity Status: Exempt</p>	Resolution #21-11: 12/15/2020
65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT SHA is converting funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP. The amendment adds \$1.31 million (\$.332 million federal/\$.978 million matching) in engineering funds and \$5.168 million (\$4.886 million federal/\$.282 million matching) in construction funds. The estimated total cost of the project is \$15.35 million, with funding continuing beyond the timeframe covered by the TIP.	<p>The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12-foot lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12-foot lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.</p> <p>Conformity Status: Exempt</p>	Resolution #21-12: 12/15/2020
60-9508-19	Areawide Safety and Spot Improvements	MDOT State Highway Administration	This administrative modification adds funds to the planning, engineering, and construction phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.85 million: HSIP planning funds increase by \$2.15 million (\$1.72 million federal/\$430,000 matching) and STBG planning funds increase by \$700,000 (\$560,000 federal/\$140,000 matching). Engineering funds increase by a total of \$2 million: HSIP engineering funds increase by \$500,000 (\$400,000 federal/\$100,000 matching) and NHPP engineering funds increase by \$1.5 million (\$1.2 million federal/\$300,000 matching). Construction funds increase by a total of \$10 million (\$8 million federal HSIP/\$2 million matching). Total funding in the TIP increases from \$188.8 million to \$203.65 million.	<p>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.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 1/8/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT State Highway Administration	This administrative modification adds STBG funds to the planning and engineering phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.00 million (\$1.60 million federal STBG/\$400,000 matching). Engineering funds increase by a total of \$500,000 (\$400,000 federal STBG/\$100,000 matching). Total funding in the TIP increases from \$402.7 million to \$405.2 million.	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. Conformity Status: Exempt	Admin Mod: 1/8/2021
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	MDOT State Highway Administration	This administrative modification increases funding for the construction phase in fiscal years 2021 and 2022. The increase in construction funds is needed for the relocation of BGE and Verizon utilities. Federal NHPP funds increase in the amount of \$447,000 along with \$112,000 in matching funds in both FY 2021 and FY 2022. Total funding in the TIP increases from \$12.265 million to \$13.383 million. The year of operation shifts from 2022 to 2023 and the estimated total cost increases from \$15.7 million to \$16.7 million.	This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge. The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13). Conformity Status: Exempt	Admin Mod: 1/8/2021
60-9504-04	Areawide Congestion Management	MDOT State Highway Administration	This administrative modification adds NHPP funds to the engineering and construction phases to reflect updated program-wide expenditures for this areawide project. Construction funds increase by a total of \$1.0 million (\$800k federal NHPP/\$200k matching). Engineering funds increase by a total of \$600k (\$480k federal NHPP/\$120k matching). Total funding in the TIP increases from \$83.2 million to \$84.8 million.	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. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards. Conformity Status: Exempt	Admin Mod: 1/8/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
16-0436-13	Bridge Repairs and Deck Replacement	Howard County	This amendment updates the project scope to include one bridge replacement and nine bridge rehabilitation projects. The additional bridges are the last 10 listed in the project description, beginning with Sheppard Lane over Middle Patuxent River. The 2021-2024 TIP must include these projects so that MDOT SHA can prepare and finalize NEPA documents for approval. Engineering funds are added to FY 2021 in the amount of \$777,000. Engineering is fully funded by Howard County. Construction funds are added to FY 2022 in the amount of \$4.627 million (\$3.702 million federal STBG/\$925,000 matching). The total amount of funding in the TIP increases from \$8.959 million to \$14.363 million. Howard County anticipates completing these bridge projects in FY 2023.	This project is to repair/replace bridge decks at the following locations with a mix of county match and federal funding. The project also includes emergency structure reconstruction: River Road over Rockburn Branch; Henryton Road over tributary to the Patapsco River (HO-0105); Pindell School Road over Hammond Branch; Daisy Road over Little Cattail Creek; Pfefferkorn Road over Middle Patuxent River; Carroll Mill Road over Benson Branch; Sheppard Lane over Middle Patuxent River; Watersville Road over Hay Meadow Branch; Henryton Road over tributary to Patapsco River (HO-0053); Old Montgomery Road over Lake Elkhorn Branch; Tamar Drive over Little Patuxent River; Snowden River Pkwy over Robert Fulton Dr (SB & NB); Guilford Road over Middle Patuxent River; Park Circle Drive over Deep Run; Broken Land Pkwy over Little Patuxent River Conformity Status: Exempt	Resolution #21-17: 1/26/2021
61-2101-13	MD 173: Bridge Replacement over Rock Creek	MDOT State Highway Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT SHA is converting funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP. The amendment adds \$531,000 (\$414,000 federal/\$117,000 matching) in engineering funds. The estimated total cost of the project is \$5.176 million.	The project will replace bridge no. 0204600 over Rock Creek in Pasadena. The bridge over Rock Creek will maintain two 11-foot lanes with a 5' 5" shoulder on each side of the roadway. Conformity Status: Exempt	Resolution #21-19: 2/23/2021
40-1805-64	Metro Light Rail System Preservation and Improvements	MDOT Maryland Transit Administration	This administrative modification shifts \$19.469M of Section 5307 Urbanized Area Formula Program funding from FY 2021 to FY 2022 to reflect anticipated obligation of FY 2020 funds. Total funding in the TIP remains the same at \$80,392,000.	This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, the installation of a new intrusion track and alert system, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$182.7 million in state dollars. Conformity Status: Exempt	Admin Mod: 3/5/2021
42-2101-64	Building Blocks: Inclusive Transportation Planning Mobility Hubs	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA will receive \$225K in a Federal Transit Administration (FTA) Helping Obtain Prosperity for Everyone (HOPE) Discretionary grant to fund a community-based planning study of a mobility hub, including passenger amenities such as shelters, ticket vending machines and real-time signage, along the busy Fayette Street corridor in Baltimore. The federal grant will be matched with \$25K from MDOT MTA for a total investment of \$250K.	Building Blocks: Inclusive Transportation Planning will utilize an FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant to design a mobility hub along the busy Fayette Street corridor in Baltimore. The project will use a human-centered design framework that is directly informed by community members and transit users closest to the service. Design may include shelters, benches, ticket vending machines, real-time signage, and other components important to mobility and choice for transit riders. The project limits are the northeast corner of Fayette Street and Caroline Street, bound by Lexington Street to the north, encompassing two current bus stops. Conformity Status: Exempt	Resolution #21-20: 3/23/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-2102-64	Light Rail LiDAR Track Survey Discretionary Grant	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA was awarded a Section 5312 Public Transportation Innovation Program discretionary grant from the Federal Transit Administration totaling \$150K. This funding will be used to identify the most critical and vulnerable areas along the Light Rail transit system using LiDAR technology. A total investment of \$300K is added to the 2021-2024 TIP (\$150K federal/\$150K matching).	MDOT MTA will use this FTA Section 5312 Public Transportation Innovation Program discretionary grant to survey the MDOT Light Rail transit system. LiDAR remote sensing technology will allow MDOT MTA to identify the most critical areas along the guideway and to analyze historical trends at precise locations to determine the root cause of track-related problems. The project will provide MDOT MTA with GIS and CAD mapping products that are more accurate, timely, and cost-effective. This improved data will significantly reduce track geometry defects moving forward. Conformity Status: Exempt	Resolution #21-21: 3/23/2021
40-2103-62	Metro Subway Track Intrusion Detection and Alert System	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP. MDOT MTA was awarded a Section 5312 Public Transportation Innovation Program discretionary grant from the Federal Transit Administration totaling \$608K. This funding will be used to develop, install, commission and collect information for the effectiveness and lessons learned surrounding a Metro track intrusion system. A total of \$1.216 million is added to the 2021-2024 TIP (\$608k federal/\$608k matching).	MDOT MTA will use this FTA Section 5312 Public Transportation Innovation Program discretionary grant to develop, install, and collect information on the effectiveness of a Metro Subway track intrusion system. The track intrusion detection and alert system will build off Metro Subway's existing technology, adding light detection and ranging (LIDAR) scanning devices at five subway station platforms that will communicate with train operators in real-time. The track intrusion detection and alert system will further enhance safety and expedite response time through track intrusion warnings at each platform. Flashing amber LED lights will warn all agency personnel near the track intrusion detection. MDOT MTA plans to install the system at the following Metro Subway station platforms: Lexington Market, Penn North, Upton, Shot Tower, and Mondawmin. Conformity Status: Exempt	Resolution #21-22: 3/23/2021
40-2104-29	MDOT MTA Transportation Alternatives Program Grants	MDOT Maryland Transit Administration	This amendment adds a new project to the 2021-2024 TIP including three discretionary grants awarded to MDOT MTA through the FHWA Transportation Alternatives Program. These projects include funds to complete final design for two Transit Priority Initiative corridors (\$1.76 million federal/\$440,000 matching). The third award will complete final design for a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station (\$624,000 federal/\$156,000 matching). A total of \$2.98 million is added to the 2021-2024 TIP.	This is an ongoing program that includes funds associated with MDOT MTA sponsored projects receiving awards through the Transportation Alternatives Program (TAP). TAP is a set-aside of the Surface Transportation Block Grant Program. When transferred to MDOT MTA, these funds are flexed to FTA Section 5307. The TAP awards currently funded under this project include: *Belair Road and Garrison Boulevard Transit Priority Initiatives: These projects will complete final design for improvements along Belair Road and Garrison Boulevard. *Patapsco Pedestrian and Bicycle Connection: This project will complete final design for a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail station. Conformity Status: Exempt	Resolution #21-23: 3/23/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	Harford County	This administrative modification adds \$252,000 (\$201,000 federal/\$51,000 matching) in STBG funds to the engineering phase in FY 2021. This is not a new phase as engineering funds were included in a previous TIP. These funds reflect additional engineering funds needed to revise and finalize Type, Size, and Location (TS&L) plans to reflect the selected single span bridge alternative. Funding will also be used to complete the NEPA process. Total funding in the TIP increases from \$2.9 million to \$3.152 million.	This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Engineering funds were included in a previous TIP. Conformity Status: Exempt	Admin Mod: 3/19/2021
40-1204-64	Bus and Rail Preventive Maintenance	MDOT Maryland Transit Administration	This administrative modification increases Section 5307 funding by \$388,000 (\$311,000 Federal/\$77,000 Matching) in FY 2021. Section 5337 decreases by \$306,000 (\$245,000 Federal/\$61,000 Matching) in FY 2021. These modifications are a result of actual Federal Transit Administration apportionments versus the MDOT MTA original estimated apportionment. Total funding in the TIP increases from \$195.52 million to \$195.602 million.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability, and passenger comfort. Conformity Status: Exempt	Admin Mod: 3/26/2021
13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	Baltimore County	This amendment adds the project to the 2021-2024 TIP by shifting construction funds from FY 2020 to FY 2021. The project was included in the 2020-2023 TIP and was originally scheduled to be advertised for construction in FY 2020. Delays in the PS&E review delayed the advertisement until October 2020 necessitating the inclusion of the project in the FY 2021-2024 TIP. The amendment adds \$1.9 million (\$1.44 million Federal STBG/\$460,000 matching) in construction funds. The estimated total cost of the project remains the same at \$2.1 million.	Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run. The existing bridge has two 5 foot sidewalks. The new superstructure will maintain the existing cross section. Engineering funds were included in FY 2014. Conformity Status: Exempt	Resolution #21-27: 5/25/2021
40-2105-05	Buses and Bus Facilities Discretionary Grant	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Section 5339 (b) Bus and Bus Facilities Discretionary Grant from the Federal Transit Administration totaling \$4.795 million. This funding will be used to replace diesel buses in Harford County with Compressed Natural Gas Buses, to purchase replacement transit vehicles and implement an automated bus stop announcement system in Howard County, and replace older vehicles in Carroll County. A total of \$5.603 million is added to the FY 2021-2024 TIP (\$4.795 million federal/\$808,000 matching)	The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funding to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. Conformity Status: Exempt	Resolution #21-28: 5/25/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
70-2101-54	MARC Martin's Yard Power Switch	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a Consolidated Rail Infrastructure and Safety Improvement (CRISI) Discretionary Grant from the Federal Transit Administration totaling \$3.1 million. This funding will be used to replace and upgrade a switch on the Northeast Corridor mainline with an automated control switch that can be integrated into Amtrak's remote operation system. A total of \$6.2 million is added to the FY 2021-2024 TIP for Planning and Construction (\$3.1 million federal/\$3.1 matching).	The Martin's Yard Northeast Corridor (NEC) Switch Modernization Project will replace and upgrade an old, manually thrown switch on the NEC mainline with an automated control switch that can be integrated into Amtrak's remote operation system. Conformity Status: Exempt	Resolution #21-29: 5/25/2021
70-2102-54	MARC Martin's Storage Yard Project	MDOT Maryland Transit Administration	This amendment adds a new project to the FY 2021-2024 TIP. MDOT MTA was awarded a State of Good Repair discretionary grant from the Federal Transit Administration totaling \$9.40 million. This funding will be used to construct two additional storage tracks at Martin's Yard to absorb displaced train sets from Penn Station in Baltimore. A total of \$13.0 million is added to the FY 2021-2024 TIP for Planning and Construction (\$9.4 million federal/\$3.6 million matching).	This project will construct two additional storage tracks at Martin's Yard to absorb train sets displaced from Baltimore Penn Station. This will allow state-of-good repair work and additional capacity at the Baltimore station. Conformity Status: Exempt	Resolution #21-30: 5/25/2021
61-2101-13	MD 173: Bridge Replacement over Rock Creek	MDOT State Highway Administration	This administrative modification decreases engineering funds in FY 2021 by \$7,000 (-\$12,000 federal/\$5,000 matching) and increases engineering funds in FY 2022 through FY 2024 by \$187,000 (\$220,000 federal/- \$33,000 matching) for a total increase of \$180,000. The overall increase in funding is necessary to complete final design and to adjust the funding as a result of the use of toll credits. The estimated total cost for this bridge replacement remains the same at \$5.176 million.	The project will replace bridge no. 0204600 over Rock Creek in Pasadena. The bridge over Rock Creek will maintain two 11-foot lanes with a 5' 5" shoulder on each side of the roadway. Conformity Status: Exempt	Admin Mod: 5/07/2021
12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	Baltimore City	This administrative modification shifts Engineering funds to Planning funds in FY 2021 in the amount of \$2.925 million (\$2.24 million federal STBG funds/\$585,000 matching). Planning funds will be used specifically for the Traffic Signal Optimization project. The estimated total cost for this Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements project remains the same at \$17.100 million	Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, geometric improvements at multiple intersections, traffic signal reconstruction, and traffic signal timing optimization. Engineering funds were included in FY 2019. FY 2021 planning and engineering funds are for the traffic signal timing optimization project. Conformity Status: Exempt	Admin Mod: 5/07/2021

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	Harford County	This administrative modification shifts engineering funds from FY 2020 to FY 2021 in the amount of \$500,000 (\$400,000 federal STBG funds/\$100,000 matching). The shift in funds is a result of delays in the consultant selection process necessary to perform the engineering services. Additionally, shifting engineering funds will accurately reflect the county Capital Improvement Program in the FY 2021-2024 TIP. The estimated total cost for this bridge replacement remains the same at \$3.18 million.	This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders with sidewalks on one side. Engineering funds were included in FY 2020. Conformity Status: Exempt	Admin Mod: 7/09/2021
63-1704-13	US 1: Bridge Replacement over CSX	MDOT State Highway Administration	This administrative modification increases construction funds in FY 2021 by \$1.102 million (\$882,000 federal NHPP funds/\$220,000 matching). The increase in funds is necessary to reimburse CSX Transportation for safety, engineering, and flagging operations during construction which provided safety of construction workers and trains. The estimated total cost for this bridge replacement increases to \$35.275 million.	The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX Railroad track and property. An 8-foot shoulder is planned on both sides of the roadway. Conformity Status: Exempt	Admin Mod: 7/09/2021
61-1701-41	MD 175: National Business Parkway to McCarron Court	MDOT State Highway Administration	This administrative modification adds engineering funds in FY 2021 in the amount of \$966,000 (\$680,000 federal STBG funds/\$286,000 matching). This modification reflects additional State and Federal funds, including the use of tolls credits, obligated in FY 2021. This modification will allow the authorization of federal funds for the design phase after MDOT SHA initially closed out design in July 2019 due to the termination of the original project. These design funds will be used to finalize design and prepare the project to re-advertise, reflecting the newest design changes to include upgraded bicycle facilities. The estimated total cost for this bridge replacement increases to \$80.00 million.	This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. This project was significantly delayed due to BGE utility realignment which resulted in the termination of the project contract. Project re-advertisement is scheduled for December 2020 once utility issues are resolved. The estimated total cost has increased \$3.9 million due to additional engineering, ROW, and utility needs. This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project (TIP ID #61-0605-41). Phase 2, MD 175: Disney Road to Reece Road has TIP ID #61-1601-41. Conformity Status: Not Exempt	Admin Mod: 7/09/2021

APPENDIX G

PUBLIC PARTICIPATION

Join us at a virtual public meeting

JUNE 17

Learn more at baltometro.org

INVESTING IN THE REGION'S FUTURE

The Baltimore Regional Transportation Board (BRTB) has a **\$4.04 Billion transportation plan** for the region and we **want to know what you think!**

BRTB

INVESTING IN THE REGION'S FUTURE



2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AIR QUALITY CONFORMITY DETERMINATION

OPEN COMMENT PERIOD

Tue, June 8 – Fri, July 9

VIRTUAL PUBLIC MEETING

Thu, June 17 – 7:00 PM



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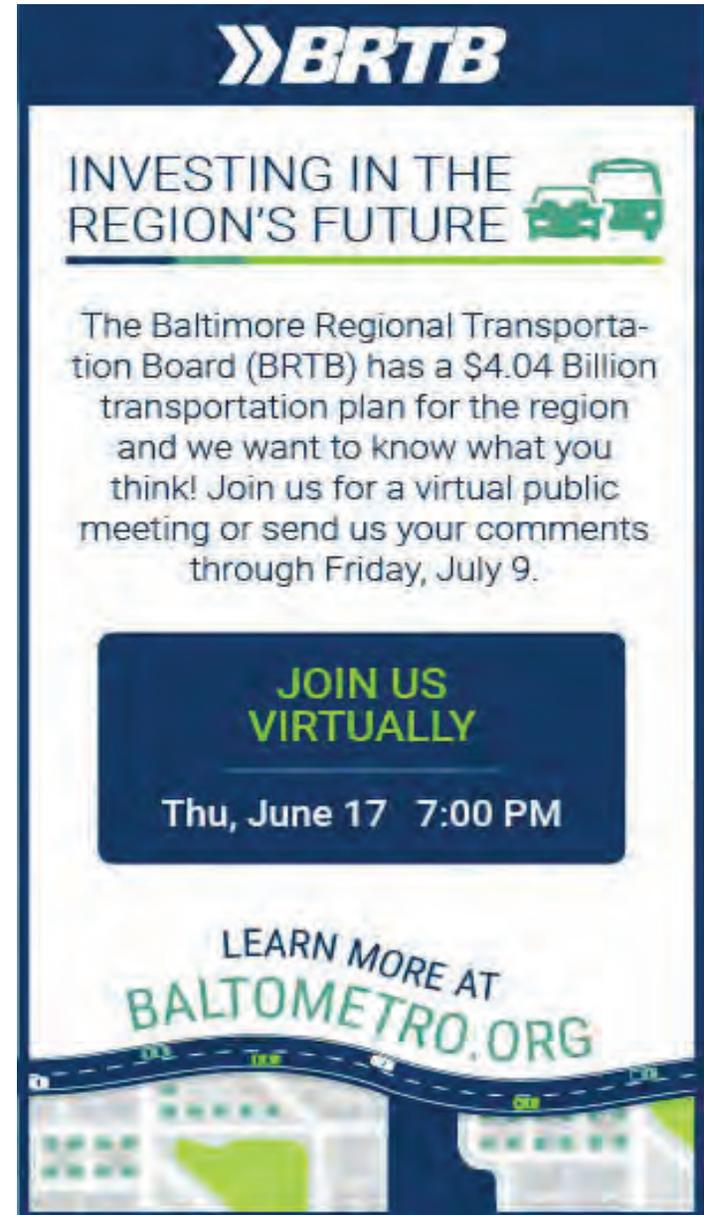
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The Baltimore Regional Transportation Board (BRTB) has a \$4.04 Billion transportation plan for the region and we want to know what you think! Join us for a virtual public meeting or send us your comments through July 9.

JOIN US VIRTUALLY
Thu, June 17 @ 7:00 PM

Learn more at
BALTOMETRO.ORG

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LEARN MORE AT
BALTOMETRO.ORG

WEBSITES

BMC Featured News Item

<https://www.baltometro.org/newsroom/2021-06-08-22-25TIP-public-comment-period>

Interactive project page

<https://publicinput.com/H2050>



Virtual public meeting livestreamed on June 17

Recording made available online

PRESS RELEASE



FOR IMMEDIATE RELEASE
CONTACT: Clara Blue
Communications Associate
(410) 732-9564

**\$4 BILLION IN TRANSPORTATION PROJECTS
OPEN FOR PUBLIC COMMENT**

BRTB considers approval of the draft 2022-2025 Transportation Improvement Program and the associated Air Quality Conformity Determination.

BALTIMORE, MD (Tuesday, June 8, 2021) – The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through **Friday, July 9** on two transportation-related documents – the draft 2022-2025 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

Those interested in learning more about the draft 2022-2025 TIP and Air Quality Conformity may do so by visiting the interactive [story map](#). Comments will be accepted through the [interactive request map](#) by email at h2050@publicinput.com, Twitter [@BaltiMetroCo](#), [@BaltimoreInvolved](#), or #BRTBplans, or by leaving a voicemail at 255-925-2801 X 8248.

Comments will also be accepted at the virtual public meeting on Thursday, June 17th at 7pm. Learn more and register at www.publicinput.com/h2050

Draft 2022-2025 Transportation Improvement Program (TIP)

The draft 2022-2025 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes **\$4.64 billion** in proposed funding (federal, state, local, toll revenues) for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. These projects support regional goals such as accessibility, safety, and prosperity. Funding identified in the TIP is based on funding reasonably expected to be available from all sources.

The draft 2022-2025 TIP includes 129 projects, 6 of which are new.

Please view the draft 2022-2025 TIP through the BRTB's [interactive request map](#) or learn more in our [story map](#). The draft 2022-2025 TIP is also available in PDF format for download: [Draft 2022-2025 TIP](#).

Analysis of Air Quality Conformity

The Baltimore region does not meet the National Ambient Air Quality Standards and so must review its current transportation plans and programs to ensure conformity with the State Air Quality Implementation Plan (SIP).

The Air Quality Conformity Determination report details a comprehensive analysis of Baltimore region mobile source emissions as a result of implementing the draft 2022-2025 TIP. The conformity determination is available in PDF format for download. Download the Draft Conformity Determination of the draft 2022-2025 TIP: [Conformity Determination](#)

The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to promote the quality of life and economic change. BMC is the Baltimore region's council of governments. It is the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

BMC's Board of Directors includes the mayors of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County and Queen Anne's County Boards of Commissioners, a member of the Maryland State Depts., a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.



Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300, Baltimore, MD 21230

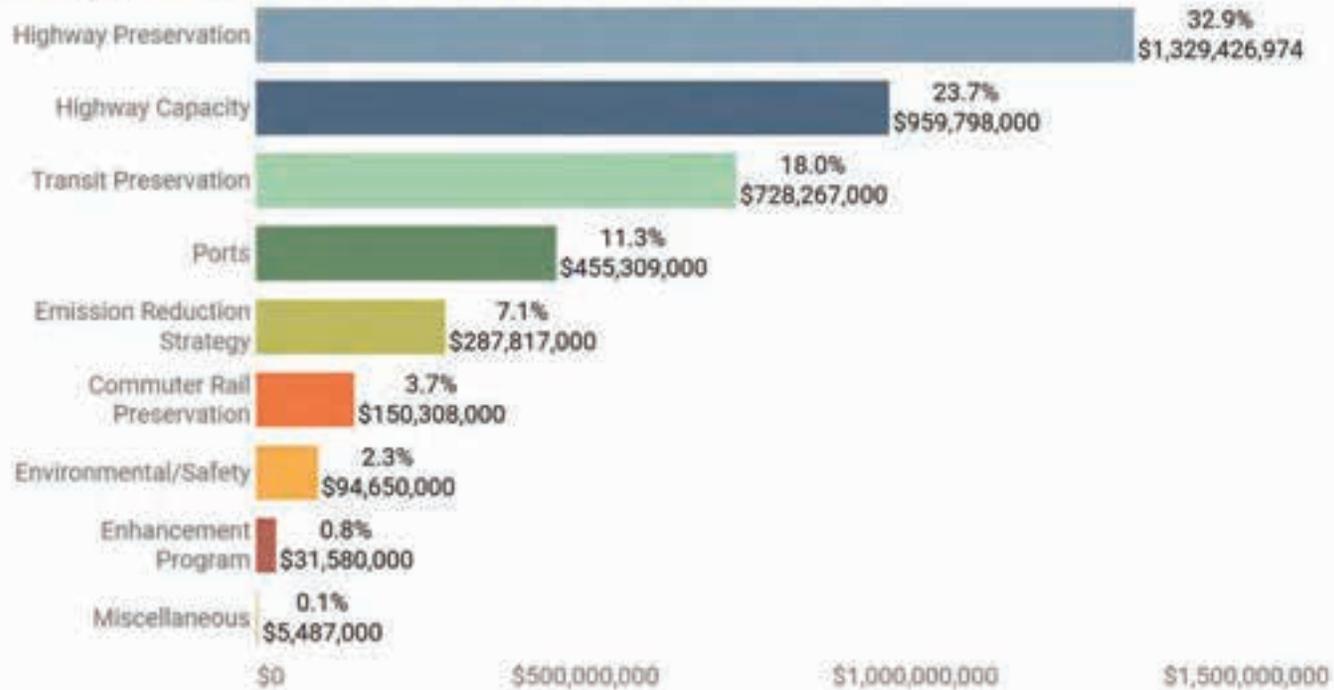
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Overview of the Draft 2022-2025 TIP

- **129 federally-funded and regionally significant projects**
 - 6 are new projects
- **\$4.04 billion in proposed federal, state and local money**
 - \$2.44 billion federal; \$1.6 billion state/local
 - highway, transit, bicycle and pedestrian projects
 - maintaining, operating and expanding the transportation system
- **Projects support long-range transportation goals**
 - for example: accessibility, safety, and prosperity.
- **Funding limited**
 - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources



Funding in the Draft 2022-2025 TIP



How to Share Your Thoughts

- **Comment Period: June 8 through July 9, 2021**
- **Comments accepted by**
 - Interactive TIP project map featuring comment tool
 - Email: comments@baltometro.org
 - Mail: 1500 Whetstone Way, Suite 300 | Baltimore, MD 21230
 - Fax: 410-732-8248
 - Twitter: @BaltoMetroCo | @BmoreInvolved | #BRTBlistens
- **Learn more at a Virtual Public Meeting**
 - Thursday, June 17 at 7 p.m.



Public Comment Period

- Comment Period: June 8 through July 9, 2021
- One virtual public meeting publicinput.com/H2050
- Over 50 pages of comments received from 30 individuals and organizations
- Majority of comments supported modification of the TIP to:
 - (a) Reduce highway capacity expenditures
 - (b) Invest more in transit, particularly in transit capacity for transit-reliant populations
 - (c) Support local bicycle and pedestrian improvements
 - (d) Address Climate Change and equity



Interactive Mapping Features

TIP 2021-2024 Public Comments

Filter list by map

Carroll County: Shepherds Mill Road Bridge ...	0
Carroll County: Stone Chapel Road Bridge o...	0
Harford County: Trappe Church Road Bridg...	0
Harford County: Stafford Road Bridge #162 ...	0
Harford County: Hookers Mill Road Bridge #...	0
Harford County: Grier Nursery Road Bridge ...	0
Harford County: Glenville Road Bridge #30 o...	0
Harford County: Stafford Road Bridge #24 o...	0

1. Click on a project point.
2. To "Like" a project, click the heart button.
3. To comment on a project, click the comment button.

Your name and contact information will be kept confidential.

BMC

BRTB



Pain Station. The tunnel replacement project was formally announced June 16, with Governor Hogan directing MDOT to coordinate with Amtrak and USDOT to create a funding plan for the project which is still a few years away from breaking ground.

BRTB Response: A significant project to undertake, the new tunnel will replace the deteriorated B&P Tunnel and will address ongoing issues with fire/life safety systems, congestion and delays (as this is the largest rail bottleneck between Washington and New Jersey), increase redundancy. As this was a relatively recent announcement by MDOT and Amtrak, we are working with them to understand what the next steps will be. The improved tunnel is scheduled to be operational in 2026.

Comment: With the City of Baltimore, we encourage you to identify funding opportunities in the TIP for the completion of the Baltimore Greenway Trails Network, a 25-mile loop around the city of Baltimore that will provide safe pedestrian and bike access to many of the city's employment centers. 25 miles are already complete, but a few segments, such as the Norfolk Southern Corridor and the I95 corridor, are not currently in active design or construction phases.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds for the Baltimore Greenway as well as other significant greenway/shared use facilities.

Comment: With the City of Baltimore, MDOT, and the Federal Delegation, we encourage you to support a planning process to remove the Highway to Nowhere (US 40) that divides West Baltimore and limits social and economic mobility for far too many residents and businesses.

BRTB Response: As the recent federal discussions focused on providing funds for improved infrastructure begin to solidify and the Biden Administration gets its staffing at USDOT in place, we expect that more and significant grant funding will be forthcoming for these types of projects. Be assured that the BRTB and the City of Baltimore remain vigilant in identifying and seeking such funds.

Comment: As the Baltimore Region Transit Governance and Funding Study is expected to wrap up this summer, which identifies options for governance and funding reform, we encourage the Board to identify a next step, such as study that identifies the preferred reform option and lays out a regional implementation strategy.

BRTB Response: The BRTB was asked by legislative leaders, the Central Maryland Regional Transit Plan Commission and the MDOT MTA to provide alternatives and options for consideration. The study and the final report will outline six alternative options but will not be narrowing these down to a single option or recommendation.

4. Paul Emmert

Comment: Incorporate health impacts to the modeling & assessment modules. There should be evaluations of expanded human health metrics related to the TIP projects and the human health risks should be weighted and included in the prioritization of projects to be funded. The TIP and the Conformity Determination are required because the Baltimore region does not meet the national standard for ground level ozone. The EPA also has classified the region as a "maintenance" area for carbon monoxide (CO) and fine particulate matter (PM2.5). Related to socioeconomic forecasting, the air quality effects of growth should in my view include the quantification of the impact on environmental justice and human health outcomes. The TIP should incorporate an alternatives

Note: This table includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted missing at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.



analysis to determine which projects are most necessary from the perspective of public health and which are most damaging. Without these linked aspects, the decision makers are not evaluating the full set of "effects."

BRTB Response: The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State's State Implementation Plan (SIP) for meeting these Federal air quality standards. The Clean Air Act outlines how conformity supports the purpose of the SIP - which means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the standards, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 2022-2025 TIP and 2019 Long Range Transportation Plan (Maximize2045), as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

The BRTB recognizes that more can be done to protect public health. There is a Healthy Communities study underway as part of the FY 2021 TIPWP to look at current and best practices in the areas of Capital Improvement Programs (CIP) and promoting healthy communities. This effort will be completed by late September or early October. The final report will include recommendations for jurisdictions to better to promote healthy communities through the built environment. BMC staff will work with local jurisdictions as future TIP and LRTIP(s) are developed to find ways to include the recommendations from this study into individual projects. Please note, the Baltimore region is no longer within nonattainment or maintenance of CO or PM...

Comment: Develop planning scenarios which exceed the required thresholds and base projects on the most stringent criteria, not necessarily the required minimum. Related to signal timing... planning needs to ratchet down and plan for a horizon that is even stricter in terms of the federal standards applied. The same general comment goes for the statement in the Conformity document that it uses "the base year 2012." The question to me is why would Maryland base its calculations on a budget that is outdated by 9 years?

BRTB Response: Emissions were estimated for each horizon year and compared to the 2012 8-hour ozone Reasonable Further Progress (RFP) State Implementation Plan (SIP) budget. The 8-hour ozone RFP SIP was prepared by the Maryland Department of the Environment (MDE) and contains motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx), the precursors to ozone. The RFP budgets were determined by EPA as adequate for use in conformity determinations, as published in the Federal Register on February 22, 2016.

Comment: The TIP Budget Dedicates Too Small a Portion to Emission Reduction Strategy (ERS) Projects. I urge the TIP staff to seek more opportunities and direct more funds to ERS as opposed to other surface projects.

BRTB Response: Members are actively applying to discretionary grants and are pursuing the inclusion of more ERS projects. Outside of the TIP, members look to funding through grants offered by the Maryland Energy Administration and MDE and also participate in the Volkswagen (VW) settlement program to promote electric vehicle deployment and renewable energy in Maryland.

Note: This table includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted missing at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.

Comment: Address Climate Change Reduction Actions in Relation to the TIP. The term 'climate change' is used only six times in the TIP and it is identified in footnotes for the road projects. How will these TIP projects increase or decrease impacts from climate change by 2045?

BRTB Response: Members are looking into ways to incorporate climate change considerations. One major task in the UPWP involves infrastructure in a changing climate, under which a Baltimore region wide toolkit is being developed to guide operations and maintenance departments in including climate change considerations in their decision making. This activity will be extended further to address areas of interest expressed by BRTB members.

Comment: Associated with this question is also need to identify the cumulative impact from TIP projects. I believe that all TIP projects should be accounted for and not made exempt or non-exempt and should be explicitly modeled to understand cumulative effect. I urge the TIP staff to quantify the environmental and human health impacts from road expansion. I would also like to have the benefit of knowing what the impact of associated air emissions from air/road and rail transportation sectors, which should be factored in to the TIP. If the conformity determination process envisions that long-range transportation plans and short-term programs contribute to air quality improvement objectives delineated in the State Implementation Plan, then it is important to identify and link the SIP to the TIP.

BRTB Response: Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity applies to surface transportation projects and establishes the framework for improving air quality to protect public health and the environment. The Clean Air Act outlines that conformity to the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO in nonattainment of the NAAQS, this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. Since the Baltimore region is in nonattainment of the 2008 and 2015 Ozone NAAQS, an air quality conformity determination in which ozone precursors are estimated is required. Code of Federal Regulations (CFR) Part 93, Section 126 identifies a list of projects which are exempt from the requirement to determine conformity. Additionally, CFR Part 93, Section 127 identifies a list of projects which are exempt from regional emissions analysis requirements. Through interagency coordination, more specifically the Interagency Consultation Group, the exemption status of each TIP project is confirmed prior to completing the regional conformity determination emissions modeling. Projects identified as exempt are therefore not included in the emissions analysis. Quantifying the environmental impacts of TIP projects is completed at the project level by the project sponsor, as opposed to regional level, during the National Environmental Policy Act review process. The EPA considers public health when setting National Ambient Air Quality Standards.

General conformity is a similar Clean Air Act requirement to transportation conformity, but applies to projects and plans outside of surface transportation such as airport activities. The Maryland Department of the Environment carries out robust air quality monitoring and improvement programs, including the Mobile Sources Control Program, which work to reduce emissions from non-road vehicles such as aircraft, marine vessels, and locomotives.

5. CMTA

Comment: MDOT MTA's Capital Needs Inventory is not directly referenced in the TIP so it is difficult to verify whether funding to address those specific needs has increased. ... we are encouraged to see that this year's TIP has the highest amount, both in real dollars and as a percentage of the Budget.

BRTB Response: The BRTB recognizes that the traditional framework of the TIP does not help the public to identify important transportation priorities that have been funded in State spending plans such as MDOT MTA's CNI. BMC staff will meet with MDOT MTA to determine ways to improve the identification of MTA CNI projects in future TIPs if they are also included in the MDOT MTA's Capital Needs Inventory.

Comment: ADA is referenced ... but since it is not its own discrete category it is difficult to know whether funding has increased. ... lack of ADA compliance suggests that this is an area where the region should be directing more resources.

BRTB Response: The BRTB is committed to improving bicycle and pedestrian safety and access across the region. MDOT has introduced new technologies such as the HAWK beacons that are improving pedestrian crossing conditions in Annapolis and elsewhere in the State. The region searches for discretionary grant opportunities at the Federal and State level to help provide more resources but isn't always successful in identifying enough programs for needed investments. When possible, targeted investments are possible such as the trails you mentioned. These are key investments that will improve active transportation connectivity and safety.

Comment: Similar to ADA, bicycle facilities are often spread throughout many projects and it's difficult to track overall regional spending levels. We're glad to see a portion of the Greenway Trails Network included in this program. We do not see evidence that other trails or separated bike facilities are being prioritized.

BRTB Response: Another place in the TIP to look for bicycle projects is under MDOT SHA's Anywide Transportation Alternatives Project. The TIP include \$28.6 million for a range of projects. Some of them awarded funding from the previous year are located in <https://www.baltimore.org>. However the TIP is specifically to identify requests for federal funding, a source of funding outside of the TIP includes the Maryland Bikeways Grants, where Baltimore City was awarded funding in each of the last three years. Other jurisdictions in the region have also had funds awarded through this program.

Comment: We are pleased to see "East-West Bus Corridor", which corresponds with an Early Opportunity Transit Corridor identified in the RTP. However, that is the only project that mentions the RTP.

BRTB Response: The BRTB is pleased that the MDOT MTA has produced the RTP and that MDOT has programmed funding for an East-West Bus Corridor study from the RTP. The East-West Priority Corridor will provide a broad range of investments designed to address existing challenges in the corridor, offering near-term investments to facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization and accessibility improvements, and bus hubs. The BRTB is also pleased the MDOT MTA is studying a bus hub in Towson. The BRTB will be studying additional corridors this year to help accelerate the pace of planning, analysis and future investment.



6. Transit Choices

Comment: Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to "fix congestion"

BRTB Response: Nearly seventy percent of the funds under the highway capacity category go to one project being advanced by the Maryland Transportation Authority. This project is not utilizing any federal funds, it is in the TIP for air quality purposes. The I-95 corridor is a major trade and travel corridor and serves major distribution facilities and the Port of Baltimore. The I-95 project includes improvements to the inner shoulder to allow additional capacity in the morning and evening commute periods. The I-895 project includes improvements focused on making better use of the existing facility by allowing limited access to (or "use of") the inner shoulder during peak hours to alleviate current congestion.

Comment: Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP's targeted investments in widening highways are aimed at improving mobility for higher income people and those with private automobiles. Additionally, it will further entrench structural inequities that disadvantage some populations over others.

BRTB Response: Every region supports a robust multi-modal system where a variety of improvements are supported. Significant efforts are underway to assess and deliver a transportation system that supports all segments of our society.

Comment: Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.

BRTB Response: The EPA sets National Ambient Air Quality Standards (NAAQS) for six criteria pollutants in order to provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. EPA conducts research that provides the critical science to develop and implement Clean Air Act regulations that protect the quality of the air we breathe, and EPA is required by the Clean Air Act to perform periodic reviews of the science upon which the standards are based and the standards themselves. As required under the Clean Air Act, it must be shown that the adoption of a TIP conforms to the purpose of the State's State Implementation Plan (SIP) for meeting these federal air quality standards. The Clean Air Act outlines that conformity to the purpose of the SIP means federal approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. For an MPO without nonattainment this is demonstrated by meeting emissions budgets as determined in coordination with the EPA based on the SIP. The conformity determination emissions analysis for the 22-25 TIP and 2019 Long Range Transportation Plan, as completed through interagency consultation and in concert with the Maryland Department of the Environment, resulted in emissions well below the SIP budget and therefore demonstrates conformity with the NAAQS protecting public health.

Comment: Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change. We understand that the vast majority of the highway capacity spending is on two projects already underway (the I-95 Express Toll Lane (extension) and I-695 widening), and that it may be impractical to cancel these projects. However, there are five highway capacity projects that are new to the 21-24 TIP (see Table B.2: New Projects in the 2021-2024 TIP).



BRTB Response: As stated elsewhere, no new highway capacity projects were added to the TIP while new transit projects have been included.

7. Baltimore-Washington Transportation Research Group

• Regarding SCMAQ.LV, the proposed project to be wholly inconsistent with the widely accepted transportation needs of both the corridor of focus, as well as the wider region.

• SCMAQ.LV would represent a major misallocation of scarce transportation dollars (and even more scarce rail dollars), a huge step backwards in the relationship between transit transportation and the environment - we urge the rejection of any funding consideration or support by the State of Maryland for this project, and instead push for the immediate funding of what we have determined to be the "Preferred Option" for fast train service in the Baltimore-Washington corridor: Express MARC Service.

• we have determined that MARC could run a full express service (1 train each way per hour, Baltimore to Washington, 6am-6pm every weekday) on existing tracks with existing equipment, tomorrow, if it chose to do so.

• Who is going to buy that \$60 ticket for this service when \$8 tickets are available that take only 14 minutes longer, and drop the passenger in a more central location?

BRTB Response: We appreciate your opinion on the SCMAQ.LV project. At this time the project is in the planning phase utilizing Federal Railroad Administration funds. While some jurisdictions are already on the record opposing this project, if it advances through planning before a decision of its future is determined.

8. Shays

Comment: Looking at Baltimore City, remember there is a Complete Streets ordinance.

BRTB Response: The BRTB is aware of the ordinance and recognizes that other jurisdictions in the region have similar efforts. Several years ago the BRTB funded a study to advance Complete Streets planning and Baltimore City has shared their work with the BRTB's Bicycle and Pedestrian Advisory Group.

Comment: Show Mayday at Camden Yards, not Penn Station

BRTB Response: Thank you for finding that inconsistency, the maps have been corrected.

9. Graham Projects

Comment: We need East West choo choo

BRTB Response: Presently a train or light rail is not planned within the TIP project along the East-West Corridor. This project is slated to be completed in 2025.

10. Eli Poisson

Comment: Regional transportation priorities are terrible

BRTB Response: We appreciate your opinion and will continue to advance a regional program based on guidance from our members.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2023 Transportation Needs Assessment Program - I-83/95
Appendix A: Public Comments and Responses

11. Jed Weeks

Comment: We challenged the PAC so they stopped meeting.

BRTB Response: We regret that is your perception of what occurred. The BRTB approved a consultant task to evaluate the effectiveness of a wide range of public involvement activities and products. The team, led by WSP provided a range of recommendations. One recommendation did relate to the PAC. The BRTB has decided to explore the option of building a virtual advisory panel in order to engage a wider audience from around the region. If the larger, virtual panel works well, that may be the main vehicle for input moving forward. If it does not the BRTB will consider a revised format for the PAC. Staff are currently working with a consultant team to outline what a virtual panel would look like and how it would operate. We hope you'll stay tuned for updates and consider applying for the virtual panel in the future.

12. Myles Muehlberger

Comment: Increasing vehicle lanes along the inner loop of 695 would only serve to create more vehicular traffic. This phenomenon is known as "induced traffic demand" and is well documented and proven to occur. As a current driver of this route for work, I strongly oppose the additional lane proposal. Instead the proposed space for the lane and some existing lanes should be used to create a rail and/or trail system. We are far past the time to continue focusing travel on automobiles rather than public transit. A rail and trail system would provide greater opportunity for all residents in the area, especially those who are people of color and lower income, the primary residents within the area inside the beltway, to travel to destinations as needed. It would also provide sustainable reuse of the highway space in Baltimore County, Maryland, the US, and the world need to move away from automobile infrastructure that contributes to global warming.

BRTB Response: MDOT SIA considered possible uses of the space available and determined that the inner shoulder would be suitable for monitoring and evening use to alleviate the strain of "rush hour" traffic.

13. Daniel Paschall

Comment: Greenway Middle Branch Phase 2. This is an important project for the Baltimore Greenway Trails Network and the East Coast Greenway.

BRTB Response: Thank you. We agree it will be a critical link.

14. Robert Waldman

Comment: Parole Transportation Center - Without the opportunity to give it much thought, take my comment for what you think is its worth. The transit site at the Annapolis Mall is maybe adequately situated at Route 650 and ramps to/from I 97, and there is already public transit and parking. But it is removed from the bulk of the population of Annapolis, which is closer to Parole. I suggest a presentation to the Planning Commission of Annapolis as to your thinking. Please contact Dr. Sally Nash, Dir of Planning & Zoning, City of Annapolis.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding the Parole Transportation Center project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.

Comment: McKendree Road Culvert over Lyons Creek: This is the first I have heard of this nearly \$2M project, and I am not only on the Annapolis Planning Commission but also am the Chairman of the

www.baltimore.org

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Note: This memo includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2023 Transportation Needs Assessment Program - I-83/95
Appendix A: Public Comments and Responses

local community association. I would appreciate, and would collaborate with, a presentation (even by Zoom) to the local community and another to the Planning Commission. You may contact me as to both. I am concerned that this project may miss stormwater benefits and that the community knows nothing about it.

BRTB Response: The Anne Arundel and Annapolis members of the BRTB have contacted you regarding this bridge project. Your suggestions are welcome and we hope you continue to engage with our members on issues you are concerned about.

www.baltimore.org

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Note: This memo includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltimore.org for documentation of any verbal comments received during BRTB meetings.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #22-1

APPROVAL OF THE BALTIMORE REGION 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED CONFORMITY DETERMINATION OF THE 2022-2025 TIP AND MAXIMIZE2045

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

WHEREAS, the FY 2022-2025 Baltimore Region Transportation Improvement Program was prepared in response to Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2022-2025 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

WHEREAS, the FY 2022-2025 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using available revenue sources; and

WHEREAS, the conformity analysis as reported in the "Conformity Determination of the FY 2022-2025 Transportation Improvement Program and *Maximize2045*," dated July 2021, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions budgets, as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008, and 2015. (Attachment 1: Tables 1 through 2); and

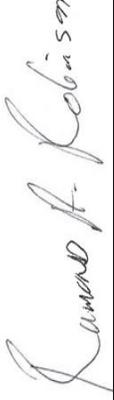
WHEREAS, a range of outreach strategies were employed to share information about the FY 2022-2025 Baltimore Region Transportation Improvement Program including a public review from June 8 to July 9, 2021. The public review included presentations to BRTB subcommittees and one virtual public meeting. The draft FY 2022-2025 TIP document was also supported by an online Storymap, dashboard, and interactive map. Some 30 comments were submitted and considered by the BRTB; and

WHEREAS, the FY 2022-2025 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 32.9 percent highway preservation, 23.7 percent highway capacity, 18.0 percent transit preservation, 11.3 percent ports, 7.1 percent emission reduction strategies, 3.7 percent commuter rail preservation, 2.3 percent environmental and/or safety, 0.8 percent enhancement program, 0.1 percent miscellaneous, 0.05 percent transit capacity, and 0.0 percent commuter rail capacity.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2022-2025 Baltimore Region Transportation Improvement Program.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 27, 2021 meeting.

7-27-21



Date

Ramond Robinson, Chair
Baltimore Regional Transportation Board

Attachment 1

Table 4. VOC Emissions Test Results (average summer weekday, tons/day)

	2022	2025	2035	2045
Total Emissions	19.1	16.3	10.3	9.4
Conformity Budget¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 5. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2022	2025	2035	2045
Total Emissions	34.4	25.2	15.6	15.2
Conformity Budget¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MDOT	Maryland Department of Transportation
ACS	American Community Survey	MDTA	Maryland Transportation Authority
ADA	Americans with Disabilities Act of 1990	MPA	Maryland Port Administration
BMC	Baltimore Metropolitan Council	MPO	Metropolitan Planning Organization
BRTB	Baltimore Regional Transportation Board	MTA	Maryland Transit Administration
CAAA	Clean Air Act Amendments of 1990	NAAQS	National Ambient Air Quality Standards
CFR	Congressional Federal Register	NBI	National Bridge Inventory
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMAQ	Congestion Mitigation and Air Quality	NHPP	National Highway Performance Program
CMP	Congestion Management Process	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DBE	Disadvantaged Business Enterprise	NPMRDS	National Performance Management Research Data Set
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PAC	Public Advisory Committee
EPA	Environmental Protection Agency	PBPP	Performance Based Planning and Programming
ERS	Emission Reduction Strategy	PHED	Peak-hour Excessive Delay
FARS	Fatality Analysis Reporting System	PM2.5	Particles smaller than 2.5 micrometers
FAST	Fixing America's Surface Transportation	POP	Program of Projects
FHTF	Federal Highway Trust Fund	RIPD	Regional and Intermodal Planning Division
FHWA	Federal Highway Administration	ROW	Right-of-Way
FTA	Federal Transit Administration	SHA	State Highway Administration
HHS	U.S. Department of Health & Human Services	SIP	State Implementation Plan
HPMS	Highway Performance Monitoring System	STIP	State Transportation Improvement Program
HSIP	Highway Safety Improvement Program	SOV	Single Occupancy Vehicle
ICG	Interagency Consultation Group	TAM	Transit Asset Management
IRI	International Roughness Index	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation Systems	TERM	Transit Economic Requirements Model
LOTTR	Level of Travel Time Reliability	TIP	Transportation Improvement Program
L RTP	Long-range Transportation Plan	TTTR	Truck Travel Time Reliability
M&O	Management and Operations	TZD	Toward Zero Deaths
MAA	Maryland Aviation Administration	ULB	Useful Life Benchmarks
MAP-21	Moving Ahead for Progress in the 21st Century	USC	United States Code
MARC	Maryland Commuter Rail	VOC	Volatile Organic Compounds
MD-JARC	Maryland Job Access Reverse Commute Program	WMATA	Washington Metropolitan Area Transit Authority
MDE	Maryland Department of the Environment		

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