



# BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2021-2024



**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 • HARFORD 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 region<sup>1</sup> 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.

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<sup>1</sup> 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 2021-2024.<sup>2</sup>

A summary of the key federal requirements is provided in Chapter II. The summary is followed by several sections that provide information for the requirements in key areas. The relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, and its regional review function are described in Chapter III. 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 2021.

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

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



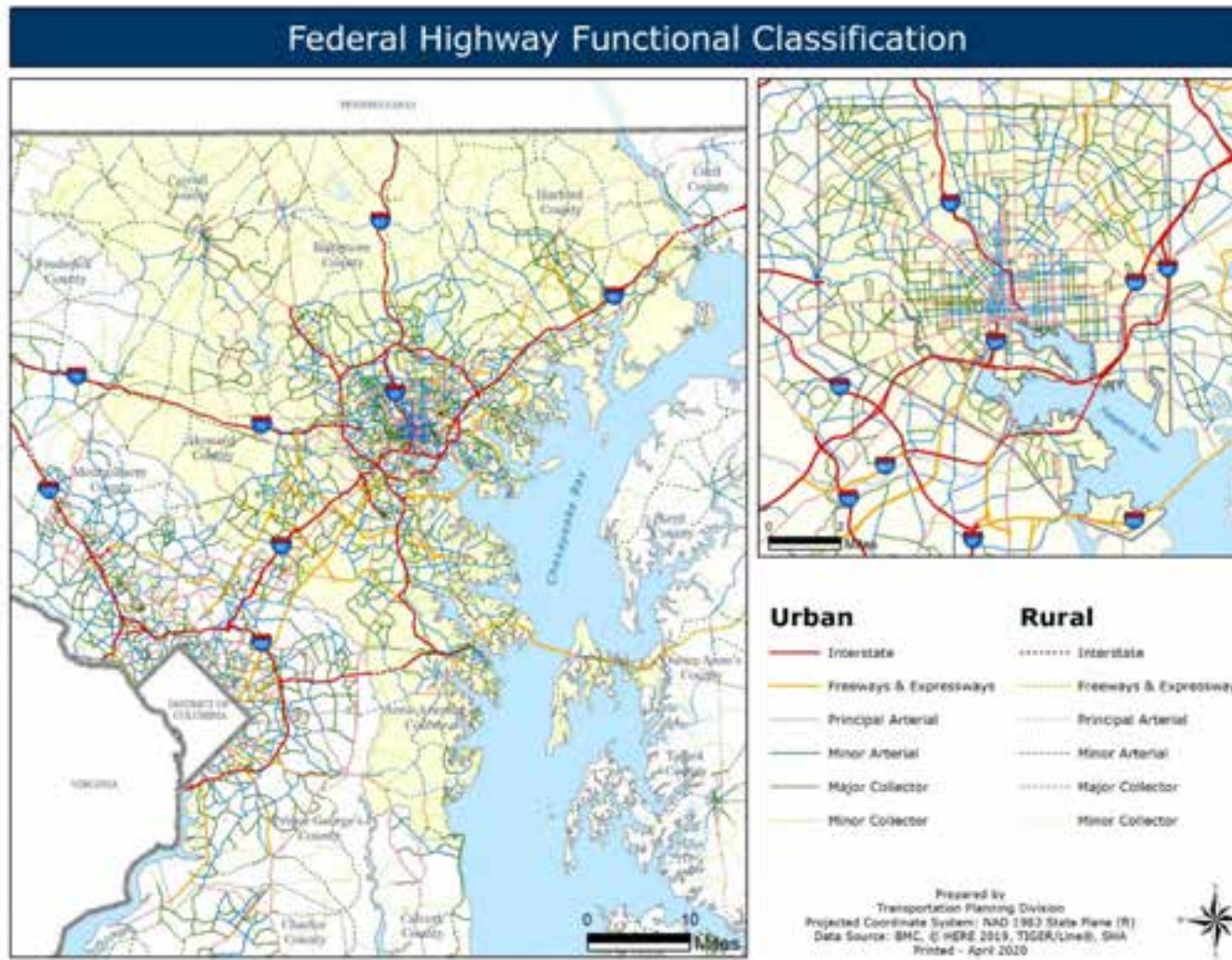
they are then grouped by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit capacity, transit preservation, ports, and miscellaneous. A timetable for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

The 2021-2024 TIP programs a total of \$4.26 billion. Federal funds account for \$2.46 billion of this total, with local and state matching funds accounting for the remaining \$1.8 billion.

# Exhibit I-1: The Baltimore Region

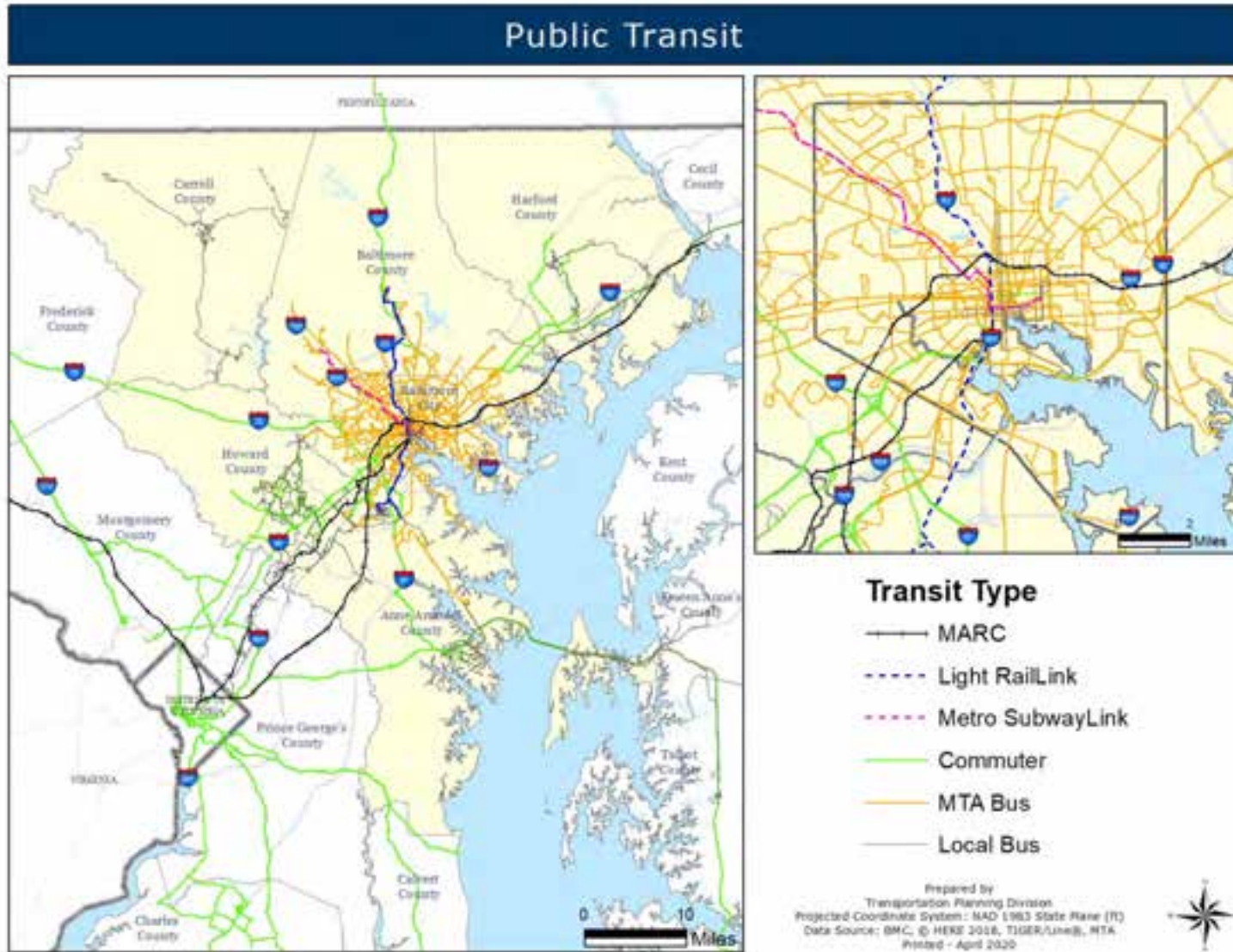


## Exhibit I-2: The Baltimore Region Federal Highway Functional Classification\*



\*See page 58 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 #21-4 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 2021-2024 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.

Performance measures have been developed for transit asset management, 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 by the November 2018 deadline with the exception of those for transit safety. The BRTB has not yet adopted these targets but will do so once MDOT has set its transit safety targets. All of the measures and targets will be used to 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 likely will 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 2021-2024 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 2021-2024 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the 2021-2024 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.

Federal law requires that projects proposed for inclusion in plans and programs be analyzed to ensure that the fiscal resources required to construct them are reasonably expected to be available within the timeframe specified. With the additional revenue projected as a result of passage of the Transportation Infrastructure Investment Act of 2013, the funding will be available to advance some projects. Within this context, the proposed projects have been assessed and found to meet the fiscal constraint requirement.

- 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 projects proposed in the TIP can be funded. 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. A schedule of key dates in the development of the TIP was provided to the members of the Public Advisory Committee (PAC) along with a description of the information available in the TIP.

The draft TIP was made available online. Two public meetings were held for the public to comment on the draft TIP. These meetings were held virtually due to public health concerns presented by the Coronavirus (COVID-19). Opportunities to comment on the draft TIP were advertised in local papers, on

the Baltimore Metropolitan Council (BMC) website, and on BMC social media accounts, with outreach work undertaken by public involvement staff. PAC members were also asked to distribute the flyer to their constituencies. In addition, the public was able to address the BRTB at its June, July, and August 2020 meetings. Written comments by mail, email, fax or social media are 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 are included in Appendix G.

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

2021-2024 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 2019 obligated listing includes all federal funds obligated in the Baltimore region from July 1, 2018 – June 30, 2019.<sup>3</sup>
- 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

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<sup>3</sup> The full obligated listing is available here:  
[https://www.baltometro.org/sites/default/files/bmc\\_documents/general/transportation/tip/19-22/2019\\_FederalAidObligations.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/19-22/2019_FederalAidObligations.pdf)

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

The BRTB Public Participation Plan<sup>4</sup> 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 2020-2023 TIP.

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<sup>4</sup> The BRTB Public Participation Plan is available here: [https://baltometro.org/sites/default/files/bmc\\_documents/general/transportation/advisory/PPP2018.pdf](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 2018 threshold for a four-person household with two dependents is \$25,465. 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, 10.2% of households in the Baltimore region fall below the poverty line compared to 10.5% 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 4.8% of

households in Howard County to 20.8% of households in Baltimore City. In total, 106,144 out of the 1,040,704 households in the Baltimore region, or 10.2%, have 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	205,395	11,818	5.8%
Baltimore City	239,791	49,940	20.8%
Baltimore Co	312,859	27,209	8.7%
Carroll	60,432	3,174	5.3%
Harford	92,895	7,539	8.1%
Howard	111,337	5,385	4.8%
Queen Anne's	17,995	1,079	6.0%
<b>BRTB Region Total</b>	<b>1,040,704</b>	<b>106,144</b>	<b>10.2%</b>

Source: U.S. Census Bureau, 2013-2017 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 10.2% in Carroll County to 72.4% in Baltimore City. In total, minorities make up 42.5% of the Baltimore region population while white, non-Hispanics make up the remaining 57.5%. Exhibit II-1 at the end of this section summarizes minority individuals by Hispanic/Latino origin and race.

Table 2. Minorities by Jurisdiction

Jurisdiction	Minority Population	White, non Hispanic Population	Minority Share	White, non Hispanic Share
Anne Arundel	171,461	393,139	30.4%	69.6%
Baltimore City	448,880	170,916	72.4%	27.6%
Baltimore Co	341,945	486,692	41.3%	58.7%
Carroll	17,022	150,297	10.2%	89.8%
Harford	57,623	192,509	23.0%	77.0%
Howard	143,426	169,069	45.9%	54.1%
Queen Anne's	6,582	42,489	13.4%	86.6%
<b>BRTB Region Total</b>	<b>1,186,939</b>	<b>1,605,111</b>	<b>42.5%</b>	<b>57.5%</b>

Source: U.S. Census Bureau, 2013-2017 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.

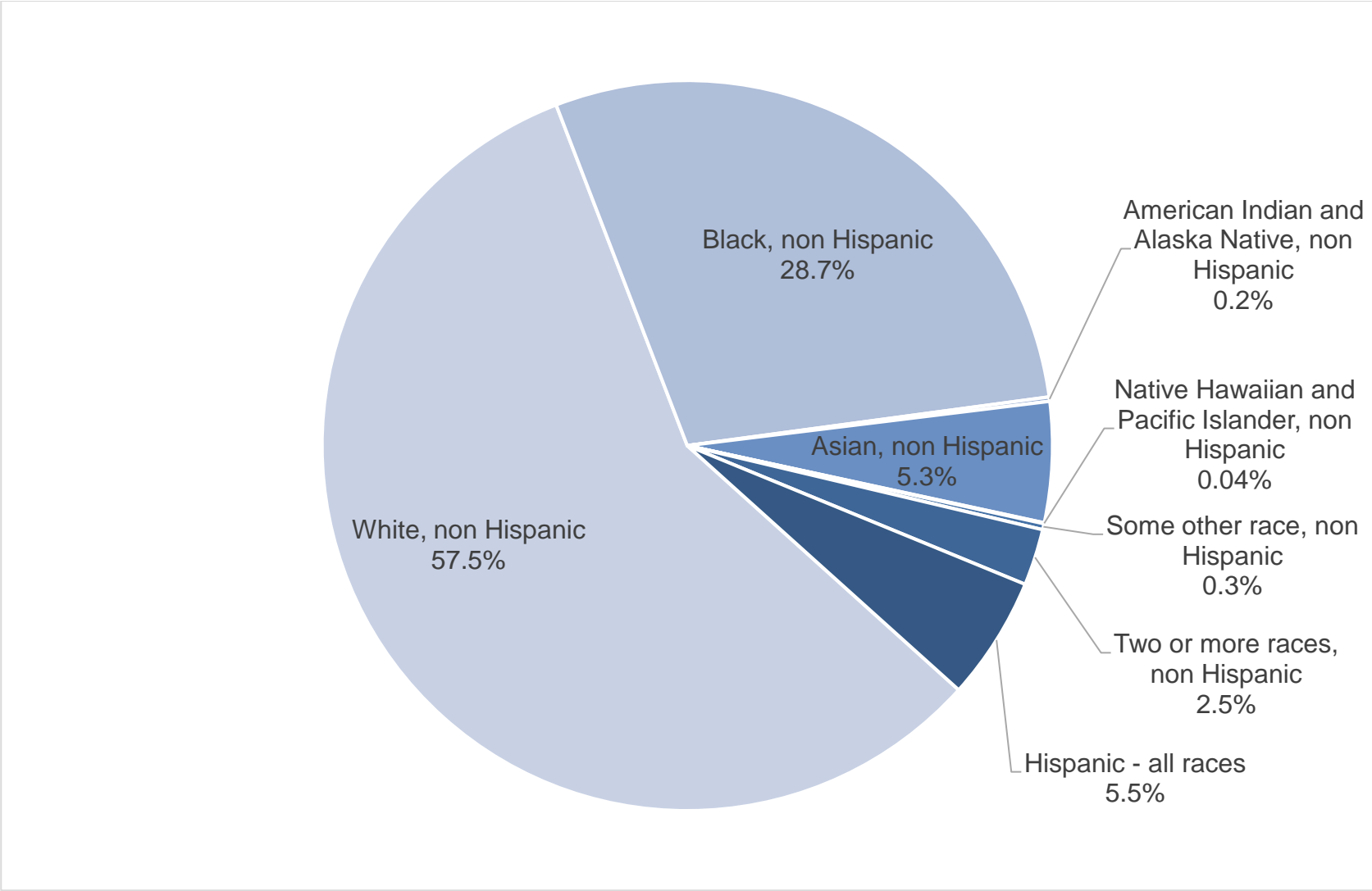
The percentage of households with incomes at or below the poverty line in the Baltimore region is 10.2%. Thus, TAZs with a concentration of households in poverty greater than 10.2% are considered low-income TAZs for EJ purposes. Similarly, TAZs with a concentration of minorities greater than the regional average of 42.5% 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.

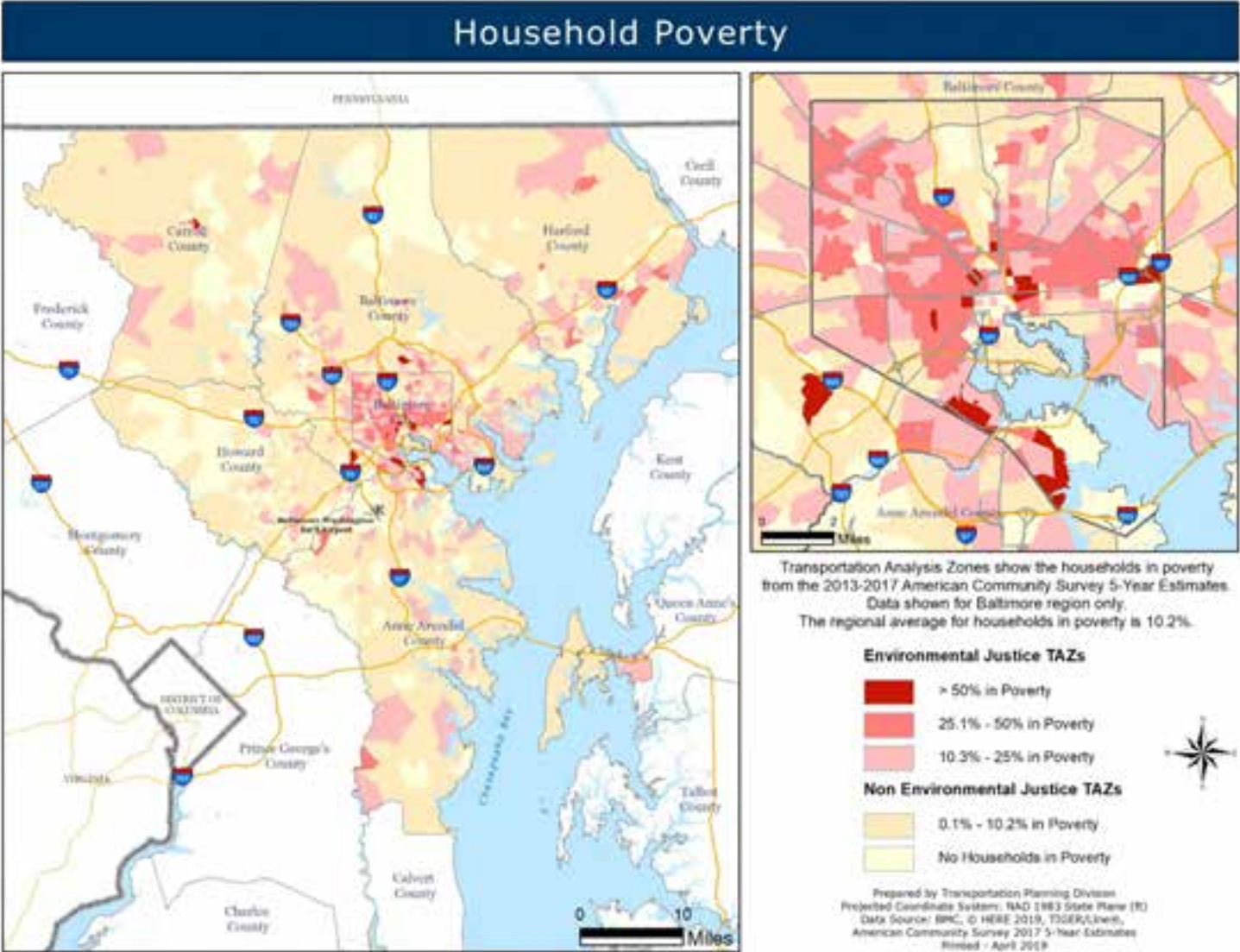
The LRTP, *Maximize2045*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Maximize2045*, including all nonexempt projects in the TIP. These measures include accessibility 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**

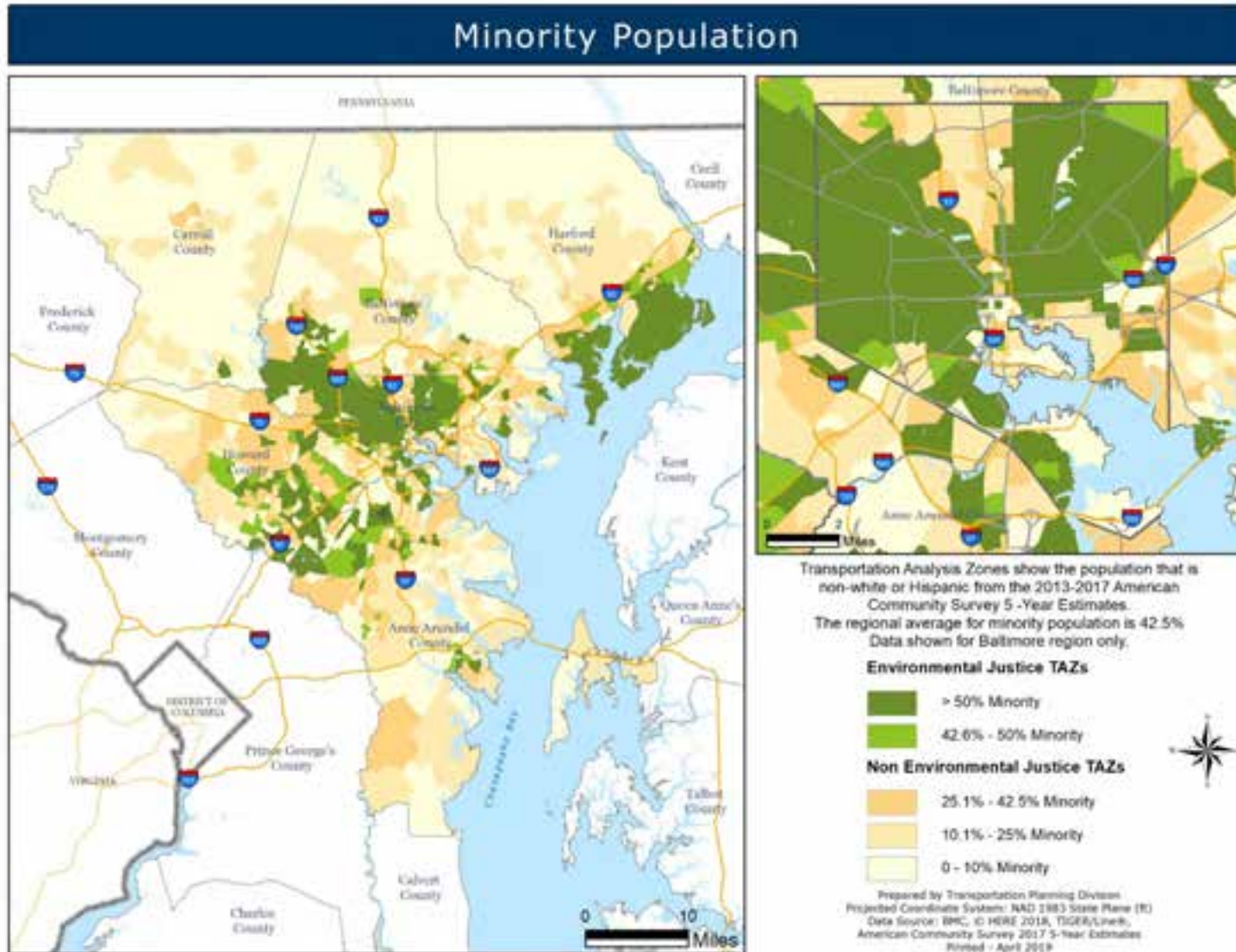




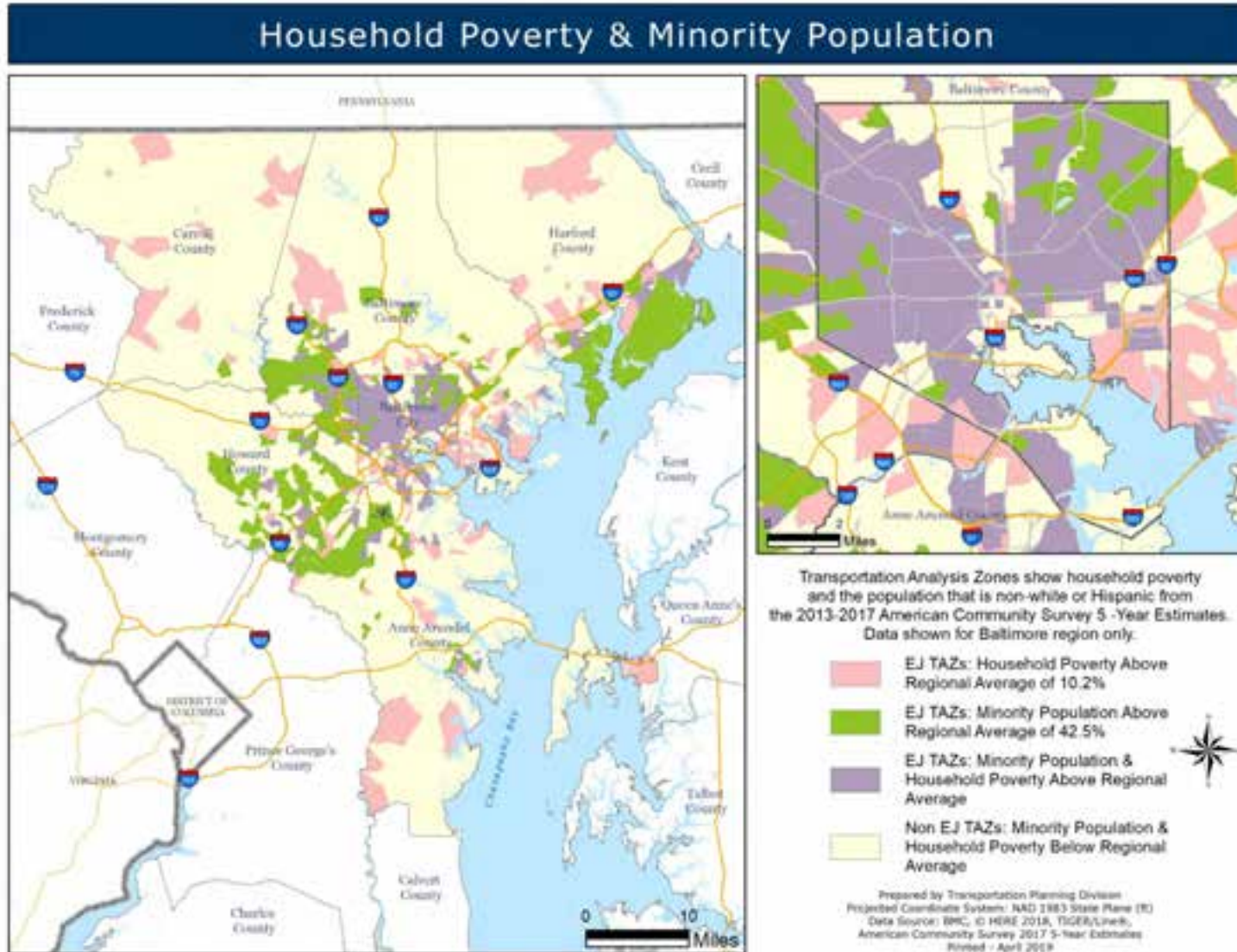
### Exhibit II-2: Household Poverty by TAZ



### 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 endorsed three 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 2020 awards went to the following organizations in the Baltimore Region:

- Action in Maturity, Inc.: \$22,500
- Comprehensive Housing Assistance, Inc.: \$10,351
- Getting There Ride Share (Grace Memorial Church in Deer Creek Parish-Wilson Ministries): \$20,000
- Neighbor Ride: \$33,640
- Partners in Care: \$59,500

**E. Status of Projects from the 2020-2023 TIP and New Projects in the 2021-2024 TIP**

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2020-2023 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 2020-2023 TIP by jurisdiction including the TIP ID, year of operation in the 2020-2023 TIP, year of operation in the 2021-2024 TIP (if any), and status of the project.

Table II-1 sometimes lists the year of operation in the 2021-2024 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 2021-2024 TIP. Additional details on these projects are available in Chapter VI.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
<b><u>Anne Arundel County</u></b>				
Hanover Road Corridor Improvement	11-1801-42	2022	TBD	Engineering is almost complete. The project is funded for ROW acquisition only. No schedule or funding for construction have been determined.
Furnace Avenue Bridge over Deep Run	11-1103-13	2022	2025	Project is in the preliminary design/pre-NEPA phase, with construction advertisement anticipated beyond the timeframe covered by this TIP. Project delays are due to negotiations regarding project scope and cost with the engineering consultant and SHA. Project completion anticipated in 2025.
Harwood Road Bridge over Stocketts Run	11-1208-13	2022	2022	Project is in the final design/structural review phase, with construction advertisement anticipated 3/2021.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2022	2022	SHA is conducting their final review, with construction advertisement anticipated 12/2020.
O'Connor Road Bridge over Deep Run	11-1403-13	2021	2024	Project is in the preliminary design/pre-NEPA phase, with construction advertisement anticipated in FY 2023. Project delays are due to additional preliminary design required to address an adjacent property owner's concerns, investigation of design alternatives to lower estimated construction costs, and administrative delays related to the processing of change orders.
McKendree Road Culvert over Lyons Creek	11-1601-19	2022	2023	Preliminary design and NEPA are complete, with construction advertisement anticipated in FY 2022. The project has been delayed as SHA reviews the engineering consultant's proposal to proceed to final design.
Polling House Road Bridge over Rock Branch	11-1602-13	2023	2025	Design is ready for contract initiation, with construction advertisement anticipated beyond FY 2024. The year of operation has moved to 2025 due to delays encountered during the SHA review process.
<b><u>Baltimore City</u></b>				
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Ongoing	XX	Citywide TIP sheet removed and broken out into individual projects: Bush Street Bike Facility (12-2101-03); Greenway Middle Branch Phase 2 (12-2102-03); Eutaw Place Bike Facility (12-2103-03); Wolfe and Washington Street Bike Facility (12-2104-03).



**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Various projects are ongoing. Signal upgrades at 28 intersections are in design. Traffic signal timing optimization is in process and awaiting approval. Construction of CCTV cameras and signal rewiring is preparing for construction advertisement. PS&E package for the installation of fiber optic and copper communications was sent to SHA for review 12/2018. ITS deployment and upgrades project includes installation of 5 new CCTV cameras. 95% design plans were sent to SHA 11/2019.
Transportation Management Center Upgrade	12-1701-04	2021	2022	Baltimore City is currently working on the system engineering document. The project is anticipated to advertise for construction in FY 2021. Project completion was delayed from 2021 to 2022 due to funding delays.
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	2022	2022	95% Design Stage. The project is anticipated to advertise for construction in FY 2022.
Sisson Street Bridge over CSX Railroad	12-1216-13	2022	2024	Advertisement for construction anticipated in the fall of 2020. Right-of-way acquisition delays have pushed the year of operation to 2024.
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2023	2024	Advertisement for construction anticipated in the spring of 2021. Project completion has been delayed from 2023 to 2024 due to additional stormwater engineering. Stormwater management and sediment/erosion control measures were reevaluated to ensure that the proposed measures would be sufficient given the recent increase in the frequency of severe storms.
Belair Road Complete Streets	12-1404-11	2024	2025	Notice to Proceed for construction of Phase I was received 2/2020, with completion anticipated 2/2021. Notice to Proceed for design of Phase II was received 1/2020. Project completion has been delayed from 2024 to 2025 due to funding availability.
Citywide System Preservation	12-1414-11	Ongoing	XX	Clinton Street rehabilitation from Boston Street to Keith Avenue advertised for construction, with completion anticipated fall 2021. Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue is on hold.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Hanover Street Bridge Multimodal Corridor	12-1419-13	NA	XX	Project is between funding stages. Funds are being banked for this project for engineering after FY 2024. No official decision has been made regarding replacement vs rehabilitation.
Orleans Street Bridge over I-83 and City Streets	12-1601-13	2028	2028	Initiation of engineering is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.
Remington Avenue Bridge over Stony Run	12-1602-13	2024	2024	65% Design Stage. The project is anticipated to advertise for construction in FY 2022.
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	2026	2026	The project scope has expanded to include rehabilitation of the Sinclair Lane bridge over Moores Run due to its close proximity to the Radecke Avenue bridge. Initiation of engineering for Sinclair Lane is pending approval and activation of a new federal aid design contract. Engineering is anticipated to be authorized in FY 2021.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2025	2025	Construction 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.
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	2022	XX	Project advertised for construction in July 2020. Project is not requesting further funds.
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	2024	2023	Advertisement for construction anticipated 9/2021. Project completion has advanced from 2024 to 2023 due to funds being available earlier than anticipated.
25 <sup>th</sup> Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2025	2025	Proposal package submitted to Baltimore City DOT contract administration. Engineering continues in FY 2021.
41 <sup>st</sup> 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 have been completed. Current activities include a GIS-based inventory of 21 asset classes and over 500,000 features, with completion anticipated by the end of 2020. Asset classes being analyzed include: curb ramps, sidewalk, crosswalks, pedestrian signals, alleys, driveways, barriers, speed humps, end treatments, medians, and curbs.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Baltimore Street from Howard Street to President Street	12-2004-11	2026	XX	This project will not be pursued as it was determined to not be cost-effective. Baltimore Street is now being considered for modifications to make it a transit-oriented corridor.
Brehms Lane over Herring Run	12-2005-13	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 2021.
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2025	2025	Proposal package submitted to Baltimore City DOT contract administration. Engineering continues in FY 2021.
Hanover Street over CSX	12-2008-13	2027	2027	Future project. Engineering is anticipated to be authorized in FY 2022.
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	2030	2030	Future project. Engineering is anticipated to be authorized in FY 2021.
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	2026	2025	Proposal package submitted to Baltimore City DOT contract administration. Notice to proceed on preliminary engineering received 2/2020. Engineering continues in FY 2021.
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2025	2028	Proposal package submitted to Baltimore City DOT contract administration. Engineering continues in FY 2021. Project completion has been delayed from 2025 to 2028 due to funding delays.
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	2026	2028	Proposal package submitted to Baltimore City DOT contract administration. Engineering continues in FY 2021. Project completion has been delayed from 2026 to 2028 due to funding delays.
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	2024	2026	Notice to Proceed for engineering received in January 2020. Engineering continues in FY 2021. Project completion has been delayed from 2024 to 2026 due to funding delays.
Waterview Avenue over Ramp to 295	12-2015-13	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 2021.
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	2021	XX	Project is on hold. Engineering was completed in 2019. Amtrak has deferred this work as the various developer agreements around the station progress.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Capital Project Delivery Services	12-1901-99	Ongoing	Ongoing	The project management tool, Oracle's Unifier product, is currently under design. Following implementation of the tool agency-wide, the intent is for Unifier to be used in the workforce development of Baltimore City DOT.
Citywide Transportation Plan	12-2006-99	2021	XX	The first phase of the plan has been completed. It included an inventory and consolidation of all existing local, neighborhood, and corridor plans. The second phase involves analyzing the plans from Phase I and developing new recommendations for the citywide plan. This phase is on hold due to competing short-term priorities in planning and engineering.
Citywide Transportation Studies	12-2014-99	Ongoing	Ongoing	The Druid Park Lake Drive realignment study is being pursued under this TIP ID
<b><u>Baltimore County</u></b>				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2022	2023	Engineering is nearly complete. The project has been extensively delayed by right of way acquisition which includes a land swap with the State of Maryland. Once a right of way clearance date is established, some re-engineering will be required due to changes in the stream alignment. The current design is based on field surveys that are roughly 20 years old. The year of operation has been set assuming a 4/2022 construction advertisement.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2022	2024	Engineering is nearly complete, with a 7/2021 construction advertisement anticipated. This project has been delayed due to right of way acquisition and the advertisement date is contingent on clearing right of way.
Gunpowder Road Bridge No. B-0409	13-1005-13	2025	2026	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2022	2023	Project delayed due to other projects having a higher priority. Construction advertisement anticipated in 11/2021.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2026	2026	Future project, no work has been undertaken.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2025	2031	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2027	2029	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	2025	2027	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	2020	XX	Project is not requesting further funds. Construction advertisement anticipated on or before 6/2020, with project completion in 2021.
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2022	2023	Future federal aid bridge painting project. No work has been undertaken. This project has been delayed due to other projects having a higher priority.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2026	2027	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2027	2028	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13	2024	XX	Baltimore County intends to undertake remedial repairs with local funds to remove the structure's poor condition rating in lieu of using federal aid.
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orem's Road	13-1701-13	2025	2027	Future project, no work has been undertaken. Project delayed due to other projects having a higher priority.
Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	13-2001-13	2022	XX	Project is not requesting further funds. Construction advertisement anticipated on or before 6/2020, with project completion in 2024.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program.
<b>Carroll County</b>				
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	2020	XX	Project advertised for construction in February 2020, with bids opened May 2020. Project completion anticipated in fall 2020.
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	2020	2022	Structural/final design submitted March 2020. The year of operation has shifted to 2022 to reflect a realistic schedule for construction advertisement.
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2022	2023	Scope of work developed and sent to SHA. Alternative Analysis began in May 2020. The year of operation has shifted to 2023 to reflect a realistic schedule for construction advertisement.
Babylon Road Bridge over Silver Run	14-1601-13	2023	2023	Type, Size, and Location engineering phase. The county is analyzing another bridge type to help with hydraulics and floodplain issues.
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2023	2023	Administrative preliminary paperwork to be completed. Scope of work to be developed. Engineering planned to begin in FY 2021.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2022	2023	Scope of work developed and sent to SHA. Alternative Analysis began in May 2020. The year of operation has shifted to 2023 to reflect a realistic schedule for construction advertisement.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2022	2023	Scope of work developed and sent to SHA. Alternative Analysis began in May 2020. The year of operation has shifted to 2023 to reflect a realistic schedule for construction advertisement.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program.
<b>Harford County</b>				
Bata Boulevard Access Road	15-1402-42	2023	XX	Project is no longer in the Harford County CIP and is on hold due to lack of funding.
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2021	2022	Project is at 45% design, with Type, Size, and Location design nearly finalized. Construction advertisement anticipated in fall 2021, with project completion in summer 2022. Project delayed due to a 1+ year process to receive a required waiver from CSX. The estimated total cost has increased from \$4.18 million to \$4.48 million due to increases in ROW and construction costs.
Chestnut Hill Bridge #40	15-1101-13	2020	XX	Project is not requesting further funds. Project advertised for construction in July 2020, with project completion in winter 2020/2021.
Phillips Mill Road Bridge #70 over East Branch tributary	15-1102-13	2020	XX	Project is not requesting further funds. Project advertised for construction in March 2020, with project completion in spring 2021.
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2021	2022	Design is at the final/structural design stage (80% complete). Construction advertisement anticipated in spring 2021, with construction beginning summer 2021. The bridge is anticipated to be closed after Labor Day 2021 and reopened by Memorial Day 2022. Construction scheduled to be completed in summer 2022.
Glenville Road Bridge #30	15-1601-13	2023	2023	Project is in preliminary engineering. Harford County negotiated with the consulting engineering firm in spring 2020, with design beginning summer 2020. The estimated total cost has been updated from \$1.44 million to \$1.735 million based upon the costs of recently completed projects.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	2023	2024	Project is in preliminary engineering. Harford County negotiated with the consulting engineering firm in spring 2020, with design beginning summer 2020. The year of operation has been delayed to 2024 due to a delay in the availability of county matching funds.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2022	2023	Project is in preliminary engineering, with design anticipated to begin in the summer or fall of 2020. The year of operation has been delayed to 2023 due to a delay in the availability of county matching funds.
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
<b>Howard County</b>				
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2023	2024	Design and land acquisition stage expected to be completed in FY 2021 or FY 2022. Project completion has been delayed from 2023 to 2024 due to budget delays.
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2023	2024	Project split into two phases. Phase 1 will deliver improvements at the intersection of US 1 and Guilford Road and Phase 2 will widen Guilford Road between Stayton Drive and Old Dorsey Run Road. 30% design plans for Phase 1 will be delivered in FY 2021. Project completion delayed from 2023 to 2024 due to budget delays.
MD 175 at Oakland Mills Road Interchange	16-1407-46	2022	2023	The project is divided into two phases. Phase I included road improvements and was completed in 2018. Phase II, the bridge over MD 175, has been moved to FY 2022 for design and construction. Project completion has been delayed from 2022 to 2023 due to budget delays.
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2023	2025	The project has been divided into multiple breakout projects. The first involved construction of the third left turn lane onto Broken Land Parkway and was completed in 2019. Design is underway for the Oakland Mills Road/Snowden River Parkway intersection and Minstrel Way turn lanes. Project completion has been delayed from 2023 to 2025 due to budget delays.
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	2022	2023	This is a developer project. The project is at 60% design, with completion anticipated in 2023. Project completion has been delayed from 2022 to 2023 due to budget delays.

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	River Road over Rockburn Branch, Henryton Road over a tributary to the Patapsco River, Pindell School Road over Hammond Branch, and Daisy Road over Little Cattail Creek are anticipated to be complete in fall 2020. Carroll Mill Road over Benson Branch is anticipated to be complete in fall 2021. Pfefferkorn Road over the Middle Patuxent River is anticipated to be complete in fall 2023.
Bus Rapid Transit	16-2001-67	NA	XX	The project is on hold as Howard County seeks additional county and private sector funding.
<b><u>Maryland Port Administration</u></b>				
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	2021	2022	Grant agreement finalized in summer 2020, with construction beginning in July 2020. The project will deepen the berth to 50 feet by July 2022.
<b><u>Maryland Transportation Authority</u></b>				
I-95 Fort McHenry Tunnel: Moravia Road to Tunnel Improvements	22-1601-41	2018	XX	Project opened to traffic for beneficial use in 2018 and is complete.
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 through FY 2020, with a NEPA study that is anticipated to be complete in 2020. A private developer will fund future planning efforts.
I-95 Express Toll Lane Northbound Extension	25-1801-41	2026	2026	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. Phase I improvements have been developed into 10 construction contracts. Construction started in January 2019 and is anticipated to be completed in fall/winter 2023. 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 improvements are being developed into approximately 12 construction contracts. Construction is anticipated to begin in spring 2021 and is anticipated to be completed in fall/winter 2026.
<b><u>MTA - Transit</u></b>				
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



**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
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	Project is ongoing and on schedule
Small Urban Transit Systems – Operating Assistance	40-0104-61	Ongoing	Ongoing	Project is ongoing and on schedule
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2021	2020	Phase II construction of a building to store buses overnight continues. The exterior is 90% complete and interior work is 70% complete. Completion is anticipated in July 2020 (FY 2021).
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	Transportation Asset Management (TAM) and Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems installation complete. Automatic fare collection system software upgrades initiated.
Bus System Preservation and Improvement	40-1803-64	Ongoing	Ongoing	The bidding process for the replacement of the Washington Boulevard paint booth began 2/2020. Construction documents are being prepared for submittal to procurement for the replacement of the historic gable windows at the Bush Division.
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	Delivery of last light rail vehicle anticipated in July 2022. Factory acceptance testing of the metro fleet is complete with delivery of the first car anticipated in August 2020. Completion of metro fleet is anticipated in May 2024.
Metro and Light Rail System Preservation and Improvement	40-1805-64	Ongoing	Ongoing	Projects are ongoing. Metro interlocking construction to begin 4/1/2020. Design for the replacement/repair of 400 metro doors scheduled for completion 7/30/2020. Metro resurfacing & bridge alignment complete.
Access and Mobility Partnership	40-2001-62	2021	XX	Project manager preparing documents required for procurement
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and on schedule
<b>MTA - Commuter Rail</b>				

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Three overhauled MARC coaches were delivered to MDOT MTA in March 2020. The cars underwent commissioning and qualification testing after delivery, with Conditional Acceptance in July 2020. The remaining six cars are currently at the contractor's facility to undergo overhaul. Spec development is underway for some future locomotive overhaul projects.
MARC Improvements	70-1502-54	Ongoing	Ongoing	Project funds are split 50/50 between the Baltimore and Washington regions as commuter rail funds can be used anywhere MARC runs. Construction on the Brunswick and Camden lines began late 2019. MARC parking lot upgrades on the Brunswick Line were completed 12/2019. 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	BWI station renovations are complete. MTA purchased the Riverside maintenance facility property from CSX on 11/12/19. Design is at 30% for the heavy maintenance building at this location. The earliest completion of the storage tracks at MARC Martin State Airport is the end of FY 2020.
<b><u>MDOT – Office of the Secretary</u></b>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	NA	NA	Planning activities are underway. A Draft Environmental Impact Statement is expected in FY 2021.
Port of Baltimore Enhancements	92-1401-83	2018	XX	Project is complete. No federal funding requested beyond 2020. Improvements included (a) providing rail access to the Fairfield Marine Terminal; (b) widening and straightening the navigation channel to Seagirt Marine Terminal; and (c) filling the Fairfield Basin to develop seven acres of new land for cargo storage.
<b><u>State Highway Administration</u></b>				
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

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
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 198: MD 295 to MD 32	61-1403-41	2034	XX	Entire corridor project on hold. The project programmed partial engineering funding for Phase 1 (MD 198 at MD 295) in the 2020-2023 TIP.
US 50: MD 70 to MD 2	61-1404-41	2018	XX	Project complete. The improvements opened to traffic in May 2018.
MD 175: Disney Road to Reece Road	61-1601-41	2020	2020	The project will be open to service in spring 2020. Right-of-way acquisition continues in FY 2021.
MD 175: National Business Parkway to McCarron Court	61-1701-41	2021	2024	This project has been delayed significantly due to BGE utility realignment, which resulted in the termination of the project contract. Project re-advertisement is scheduled for December 2020.
I-695 at Cromwell Bridge Road – Drainage Improvement	63-1801-38	2020	2020	Construction ongoing, with completion anticipated 12/2020
MD 140: Painters Mill Road to Owings Mills Boulevard – Phase 2	63-0802-41	2025	2025	Engineering ongoing
I-795: Dolfield Boulevard Interchange	63-0803-46	2040	XX	Project is on hold pending available funding
MD 140: Garrison View Road to Painters Mill Road – Phase 1	63-1203-41	2019	2020	Construction ongoing, with completion anticipated 7/2020. The project was delayed one year due to utility relocation.
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 Bridge Replacements at Benson Ave and US 1	63-1602-43	2018	XX	Project complete. Project opened to traffic on April 15, 2018.
I-695: I-70 to MD 43	63-1802-41	2024	2024	Request for Proposals issued on 2/11/2020
I-83: Bridge Replacement over Padonia Road	63-1701-13	2021	2022	Construction ongoing, with completion anticipated 4/2022. The contractor revised the completion date due to utility delays.
MD 137: Bridge Replacement over I-83	63-1703-13	2018	XX	Project complete. Project opened to traffic on October 1, 2018.
US 1: Bridge Replacement over CSX	63-1704-13	2021	2021	Construction ongoing, with completion anticipated 11/2021

**Table II-1: Status of Projects from the 2020-2023 TIP**

Project	TIP ID	Year of Operation		Project Status
		20-23 TIP	21-24 TIP	
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2021	2021	Construction ongoing, with the project anticipated to be open to traffic in fall 2021
MD 45: Padonia Road to Wight Avenue	63-1707-11	2021	2021	Construction ongoing, with completion anticipated fall 2021
MD 151/MD 151B: Bridge Replacements	63-2001-13	2023	2023	Notice to Proceed on construction received in July 2020
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	2022	2022	Notice to Proceed on construction anticipated October 2020
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	2020	2021	Construction ongoing, with completion anticipated 11/2021. The project has been delayed by the redesign and relocation of a gas line, the addition of a bypass lane at an intersection, and curb and drainage upgrades/resurfacing of an additional .5 miles of roadway from the CSX railroad to Farmwoods Lane just north of the project limits.
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	2021	2021	Construction ongoing, with completion anticipated in summer 2021
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	2018	XX	Project complete. Project opened to traffic on October 31, 2018
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	2019	XX	Project complete. Project opened to traffic on July 29, 2019.
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Engineering ongoing. No funding or schedule has been identified for future phases.
US 29: Middle Patuxent River to Seneca Drive – Phase 2	66-1406-41	2030	XX	Project is on hold pending available funding
MD 32: MD 108 to Linden Church Road	66-1602-41	2019	2019	Project opened to service in 2019. Remaining funds in FY 2021 are for right-of-way acquisition.
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	TBD	Engineering ongoing. The project is funded to the 30% design milestone only. No funding or schedule has been identified for future phases.

**Table II-2: New Projects in the 2021-2024 TIP**

<b>Agency</b>	<b>Project</b>	<b>TIP ID</b>	<b>Project Category</b>	<b>Year of Operation</b>
Anne Arundel County	MD 2: US 50 to Baltimore Annapolis Boulevard	11-2102-41	Highway Capacity	TBD
Anne Arundel County	MD 3: Saint Stephens Church Road to MD 175	11-2103-41	Highway Capacity	TBD
Anne Arundel County	MD 214: MD 468 to east of Loch Haven Road	11-2104-41	Highway Capacity	TBD
Anne Arundel County	Hanover Road Bridge over Deep Run	11-2105-13	Highway Preservation	2026
Anne Arundel County	Conway Road Bridge over Little Patuxent River	11-2106-13	Highway Preservation	2025
Anne Arundel County	Jacobs Road Bridge over Severn Run	11-2107-13	Highway Preservation	2027
Anne Arundel County	Parole Transportation Center	11-2101-66	Transit Preservation	2025
Baltimore City	Frederick Avenue Slope Stabilization Wall	12-2105-39	Environmental/Safety	2022
Baltimore City	Bush Street Bike Facility	12-2101-03	Emission Reduction Strategy	2023
Baltimore City	Greenway Middle Branch Phase 2	12-2102-03	Emission Reduction Strategy	2025
Baltimore City	Eutaw Place Bike Facility	12-2103-03	Emission Reduction Strategy	2023
Baltimore City	Wolfe/Washington Street Bike Facility	12-2104-03	Emission Reduction Strategy	2024
Baltimore City	Harford Road Bridge Over CSX	12-2106-13	Highway Preservation	2024
Carroll County	Old Kays Mill Road Culvert over Beaver Run	14-2101-13	Highway Preservation	2027
Carroll County	Brown Road Culvert over Roaring Run	14-2102-13	Highway Preservation	2027
Carroll County	McKinstry's Mill Road over Little Pipe Creek	14-2103-13	Highway Preservation	2027
Harford County	Madonna Road Bridge #113 over Deer Creek	15-2101-13	Highway Preservation	2024
Harford County	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	Highway Preservation	2027
Harford County	Stafford Road Bridge #162 over Buck Branch	15-2103-13	Highway Preservation	2026
Harford County	Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	Highway Preservation	2025
Howard County	Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Highway Capacity	2022
Maryland Transportation Authority	I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Highway Capacity	2024
Maryland Port Administration	Howard Street Tunnel	32-2101-83	Ports	2024
MTA – Transit	Towson Circulator	43-2101-67	Transit Capacity	2021

## 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 2021-2024 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 2021-2024 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 improvements. 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<sub>x</sub> 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. Out of the series of 25 federally mandated performance targets, the BRTB has adopted 21 to date.

Performance measures and targets cover several broad categories including transit asset management, 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 adopted 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

<b>General Condition Assessment Rating Scale</b>		
<b>Rating</b>	<b>Condition</b>	<b>Description</b>
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

<b>% of facilities rated below condition 3 on the TERM scale *</b>			
<b>Asset Class</b>	<b>2017 Target</b>	<b>2018 Target</b>	<b>2019 Target</b>
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. 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. Tier II targets are summarized in Table 6.

Table 6. Tier II Performance Targets

<b>% of vehicles at or past their ULB</b>		
<b>Asset Class</b>	<b>Current Performance</b>	<b>2019 Target</b>
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 2021-2024 TIP includes fifteen 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 2021-2024 TIP includes a total of \$1.117 billion dollars in TAM related investments. Federal sources such as CMAQ and FTA sections 5307, 5337, and 5339 account for \$882.203 million of this total. Matching funds account for the

remaining \$234.73 million. This investment represents 26.2% of the \$4.26 billion programmed in the 2021-2024 TIP.

Table 7. 2021-2024 TIP Projects Related to Transit Asset Management

Project	TAM Target	Federal	Matching	Total TIP Funds
MARC Rolling Stock Overhauls and Replacement	Vehicles	\$36,206	\$9,052	\$45,258
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	\$185,808	\$46,454	\$232,262
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	\$228,732	\$57,183	\$285,915
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	\$156,415	\$39,105	\$195,520
MARC Facilities	Facilities	\$75,862	\$18,966	\$94,828
Bus System Preservation and Improvement	Facilities	\$3,600	\$900	\$4,500
Kirk Bus Facility Replacement - Phase 1 & 2	Facilities	\$14,593	\$3,648	\$18,241
MARC Improvements	Facilities and Infrastructure	\$74,457	\$18,614	\$93,071
Agencywide System Preservation and Improvement	Facilities and Infrastructure	\$33,512	\$8,378	\$41,890
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	\$64,313	\$16,079	\$80,392
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	\$0	\$14,175	\$14,175
Rural Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$1,748	\$437	\$2,185
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$1,305	\$327	\$1,632
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$4,000	\$999	\$4,999
Towson Circulator	Tier II Facilities and Vehicles	\$1,652	\$413	\$2,065
<b>Funding Total (in \$1,000s)</b>		<b>\$882,203</b>	<b>\$234,730</b>	<b>\$1,116,933</b>

### 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 8 summarizes the five required highway safety performance measures and targets. The table reflects new targets adopted by the BRTB in January 2020. The rightmost column in Table 8 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 8. Highway Safety Performance Measures and Targets

<b>Measures related to funding under the Highway Safety Improvement Program (HSIP)</b>					
Measure	2008 Baseline	2017 Actual	2018 Actual	2016-2020 Target	2030 TZD Goal
Number of fatalities	242	238	223	181	121
Number of serious injuries	1,868	1,678	1,566	1,227	934
Fatality rate per 100 million VMT	0.93	0.86	0.81	0.69	0.47
Serious injury rate per 100 million VMT	7.21	6.05	5.66	4.70	3.60
Number of non-motorized (ped/bike) fatalities and serious injuries	286	366	363	223	143

Table 9 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 specific 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 2021. The 2021-2024 TIP includes \$46 million in federal HSIP funds along with \$11.5 million in matching funds for a total of \$57.5 million. This investment represents 1.35% of the \$4.26 billion programmed in the 2021-2024 TIP.

Table 9. 2021-2024 TIP Projects Programming HSIP Funds

Agency	Project	HSIP Federal	HSIP Matching	Total TIP Funds
MDOT SHA	Areawide Environmental Projects	\$2,400	\$600	\$3,000
MDOT SHA	Areawide Resurfacing And Rehabilitation	\$16,880	\$4,220	\$21,100
MDOT SHA	Areawide Safety And Spot Improvements	\$26,720	\$6,680	\$33,400
<b>Funding Total (in \$1,000s)</b>		<b>\$46,000</b>	<b>\$11,500</b>	<b>\$57,500</b>

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2021-2024 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 2021-2024 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 developing/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 10 summarizes the traffic congestion and emissions performance measures and targets. The BRTB adopted the traffic congestion targets in May 2018 and the emissions target in June 2018.

Table 10. Traffic Congestion and Emissions Performance Targets

<b>Measures related to funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program</b>			
Measure	2017 Baseline	2-year Targets (2018-2019)	4-Year Targets (2018-2021)
Annual per capita hours of peak-hour excessive delay (PHED)	20.2 hours	<21.8 hours	<22.6 hours
Percentage of non-SOV travel	24.85%	24.85%	24.85%
Reduction of VOC (kg/day)	6.19	6.59	7.87
Reduction of NOx (kb/day)	83.23	88.57	123.39

Table 11 summarizes the projects programming CMAQ funds. The 2021-2024 TIP includes \$190.378 million in federal CMAQ funds along with \$46.885 million in matching funds for a total of \$237.263 million. This investment represents 5.6% of the \$4.26 billion programmed in the 2021-2024 TIP.

MDOT MTA accounts for nearly 93% 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 transit and 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 2021.

Table 11. 2021-2024 TIP Projects Programming CMAQ Funds

Agency	Project	CMAQ Federal	CMAQ Matching	Total TIP Funds
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	\$156,206	\$39,053	\$195,259
MDOT MTA	Metro and Light Rail Rolling Stock Overhauls and Replacement	\$17,488	\$4,372	\$21,860
MDOT MTA	Ridesharing - Baltimore Region	\$2,844	\$0	\$2,844
MDOT SHA	Areawide Congestion Management	\$6,000	\$1,500	\$7,500
MDOT SHA	Areawide Safety And Spot Improvements	\$7,840	\$1,960	\$9,800
<b>Funding Total (in \$1,000s)</b>		<b>\$190,378</b>	<b>\$46,885</b>	<b>\$237,263</b>

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

Table 12. 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 13 summarizes funds programmed in the 2021-2024 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 13, MDOT SHA’s areawide projects for resurfacing and rehabilitation, safety and spot improvements, and urban reconstruction program 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 FY 2021 areawide projects are listed in Appendix D. These areawide TIP projects program \$485.072 million in federal funds along with \$121.268 million in matching funds for a total of \$606.34 million. \$224.832 million of the federal funds in these projects are programmed under the National Highway Performance Program.

Table 13. 2021-2024 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
<b>NHS Interstate Projects</b>				
MDOT SHA	I-695: I-70 to MD 43 (2024)	\$253,545	\$0	\$253,545
MDOT SHA	I-695: US 40 to MD 144 (2021)	\$0	\$27,877	\$27,877
<b>NHS Interstate Subtotal (In \$1,000s)</b>		<b>\$253,545</b>	<b>\$27,877</b>	<b>\$281,422</b>
<b>Non-Interstate NHS Projects</b>				
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)	\$5,520	\$1,380	\$6,900
Baltimore City	MLK Boulevard and Howard Street Intersection Improvements (2023)	\$4,560	\$1,140	\$5,700
Baltimore City	Patapsco Ave. from Magnolia Ave. to Patapsco River Bridge (2028)	\$280	\$70	\$350
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2026)	\$7,720	\$1,930	\$9,650
Howard County	Dorsey Run Road: MD 175 to CSX Railroad Spur (2024)	\$0	\$11,785	\$11,785
MDOT SHA	MD 140: Garrison View Road to Painters Mill Road - Phase 1 (2020)	\$0	\$536	\$536
MDOT SHA	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2 (2025)	\$0	\$688	\$688
MDOT SHA	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement) (2021)	\$47	\$70	\$117
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	\$64,076	\$861	\$64,937
MDOT SHA	MD 32: MD 108 to Linden Church Road (2019)	\$0	\$169	\$169
MDOT SHA	MD 45: Padonia Road to Wight Avenue (2021)	\$1,313	\$8,021	\$9,334
<b>Non-Interstate NHS Subtotal (In \$1,000s)</b>		<b>\$90,356</b>	<b>\$30,885</b>	<b>\$121,241</b>
<b>Funding Total (In \$1,000s)</b>		<b>\$343,901</b>	<b>\$58,762</b>	<b>\$402,663</b>

Table 14 summarizes the funds programmed in the 2021-2024 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 2021-2024 TIP includes a total of \$59.896 million in federal

funds for these projects along with \$16.65 million in matching funds for a total of \$76.546 million.

Table 14. 2021-2024 TIP Bridge Projects on the NHS

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
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	Moravia Road Ramp Bridge over Pulaski Highway (2026)	\$960	\$240	\$1,200
Baltimore City	Orleans Street Bridge over I-83 and City Streets (2028)	\$512	\$128	\$640
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 (2028)	\$400	\$100	\$500
MDOT SHA	I-83: Bridge Replacement over Padonia Road (2022)	\$7,728	\$1,004	\$8,732
MDOT SHA	US 1: Bridge Replacement over CSX (2021)	\$8,976	\$2,646	\$11,622
MDOT SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls (2021)	\$10,560	\$3,592	\$14,152
<b>Funding Totals (in \$1,000s)</b>		<b>\$59,896</b>	<b>\$16,650</b>	<b>\$76,546</b>

In addition to the projects listed in Table 14, 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 2026.

- 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 \$145.36 million in federal funds along with \$36.34 million in matching funds for a total of \$181.7 million. These funds include both NHS and non-NHS structures. \$85.52 million of the federal funds in this project are programmed under the National Highway Performance Program.

- Local and state bridge projects not on the NHS: The TIP also includes a number of local and state sponsored non-NHS bridge rehabilitation and replacement projects. The 2021-2024 TIP includes \$113.503 million in federal funds for these projects along with \$60.184 million in matching funds for a total of \$173.687 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 80<sup>th</sup> percentile to a "normal" travel time (50<sup>th</sup> 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 80<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> 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 95<sup>th</sup> 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 15 summarizes the travel time reliability performance measures and targets. The BRTB adopted these targets in October 2018.

Table 15. Travel Time Reliability Performance Measures and Targets

<b>Measures related to travel time reliability</b>			
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, and traffic speed data. Travel time reliability measures will be added in the near future. This tool will be useful in analyzing

the effectiveness of transportation investments in mitigating congestion in the Baltimore region.<sup>5</sup>

### **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 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*.<sup>6</sup>

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<sup>5</sup> 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>

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

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### III. PROGRAM DEVELOPMENT

#### A. Integration with Federal, State and Local Programs

The projects contained in the 2021-2024 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 2021-2024 portions of their respective multi-year improvement programs.<sup>7</sup> 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.

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<sup>7</sup> 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:

- Congestion Mitigation and Air Quality Improvement Program
- 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 Freight Program
- National Highway Performance Program
- Recreational Trails 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.<sup>8</sup> Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

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<sup>8</sup> 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 2021, 2022, 2023, and 2024. 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 (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 or state projects for Queen Anne’s County in the 2021-2024 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 when 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 since projects in the TIP are often long-term phased projects that 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:

- 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))
- RTP Recreational Trails Program
- 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 Nonurbanized 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)
- 5339D Section 5339 (Bus and Bus Facilities discretionary grant 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 – Other<sup>9</sup>: 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.

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<sup>9</sup> The 2021-2024 TIP includes \$290.37 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 (\$240.364 million or 82.8% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases (\$34 million or 11.7% of total)
- Permits, inspection fees, and local bridge inspection programs (\$11.324 million or 3.9% of total)
- Non-infrastructure funds for studies, project delivery services, and research (\$4.685 million or 1.6% 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 2021 through FY 2024).

Further, the 2021-2024 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan (LRTP), and the 2021-2024 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 2020 - 2025 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 2021 and for FY 2021-2024. It includes:

- A summary of FY 2021 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2021 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2021-2024 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 that enable 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 the BWI Marshall Airport.

Total projected revenues amount to \$31.1 billion for the six-year period from 2020 to 2025. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Pertinent details are as follows:

- Opening Balance: MDOT will transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- Motor Vehicle Fuel Tax: This revenue is projected to be \$7.3 billion over the six-year period. As of July 1, 2019, the

motor fuel tax rates were 36.7 cents per gallon gasoline and 37.45 cents per gallon diesel fuel. 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 4.2 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2019 is 10.7 cents per gallon. The rate is estimated to average 10.9 cents per gallon over the program period.

- Motor Vehicle Titling Tax: This source is projected to yield \$5.9 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. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- Motor Vehicle Registration, Miscellaneous, and Other Fees: These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.3 billion. MDOT receives 14.6 percent of the revenues from the State's 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$6.5 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 \$638 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.1 billion, with \$1.1 billion from MDOT MTA, \$347 million from MDOT MPA, and \$1.7 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.
- **Bond Proceeds:** It is projected that \$2.3 billion of bonds will be sold in the six-year period. The level of bonds that could

be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.

- **Other Sources:** The remaining sources are projected to provide \$764 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**

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit, and other multimodal projects through September 30, 2020. The FAST Act included some policy changes, a new focus on freight and provided funding certainty for five full years through September 2020, including built-in inflation from existing funding levels. Congress must develop a new authorization act or extend the existing act by the end of this federal fiscal year for federal funding to continue.

While Congress authorized a five-year transportation bill, Congress must then appropriate the funds each year through the federal budget process. The amount appropriated can be lower than the amount authorized. For Federal Fiscal Year (FFY) 2020, MDOT assumes that Congress will appropriate the amount authorized in the FAST Act and continues this funding through FFY 2025.

### **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 in the FAST Act. MDOT expects to have approximately \$665 million in highway formula funding and \$199 million in transit formula funding in FFY 2020 for MDOT projects.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy.

Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent. Given that Congress has passed a long-term bill with inflation built in, MDOT assumes an OA level of 94.0 percent for FFY 2020 through FFY 2025.



### **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 provides investment in transportation infrastructure through FFY 2020.

Total projected Trust Fund revenues amount to \$31.1 billion for the six-year period from 2020 through 2025. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for 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 2021 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 2021 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 2021 columns.

Table 1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2021 Annual Element and federal funds available by fund source. MDOT provided FY 2021 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 and that the Baltimore region receives 40% of the State's share of funding.

Table 2 shows the projects in the FY 2021 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 2021 through FY 2024 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2021-2024 TIP. Exhibit 1 compares the total amount programmed in the 2018-2021, 2019-2022, 2020-2023, and 2021-2024 TIP documents. Exhibit 2 displays 2021-2024 TIP funding by fiscal year. Exhibit 3 summarizes federal and matching funds in the 2021-2024 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2021-2024 TIP by project category. Exhibit 6 displays the share of FY 2021 funds by project phase while Exhibit 7 shows FY 2021 federal fund requests by funding source.

**Table 1: Annual Element  
(Funding in Thousands)**

**Summary of the FY 2021 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339D</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	\$1,894						\$59,429			
MTA - Transit	\$135,711	\$30,577	\$2,440	\$3,370	\$238		\$22,605	\$1,652	\$7,250	
Maryland Port Administration										\$6,555
Office of the Secretary						\$400				
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										
<b>Total Programmed</b>	<b>\$137,605</b>	<b>\$30,577</b>	<b>\$2,440</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$82,034</b>	<b>\$1,652</b>	<b>\$7,250</b>	<b>\$6,555</b>
<b>FY 2021 Appropriation*</b>	\$3,788					\$400		\$1,652		\$6,555
<b>Previous Funds Still Available*</b>	\$133,817	\$30,577	\$2,440	\$3,370	\$238		\$82,034		\$7,250	
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	\$137,605	\$30,577	\$2,440	\$3,370	\$238	\$400	\$82,034	\$1,652	\$7,250	\$6,555

- 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 Nonurbanized 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
- 5339D Section 5339 Bus and Bus Facilities Discretionary Grant 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 2021 Federal-Aid Annual Element (continued)**

<b>Sponsoring Agency</b>	<b>CMAQ</b>	<b>FRA</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County								\$8,814		\$8,814
Baltimore City					\$1,080			\$43,132		\$44,212
Baltimore County								\$2,900		\$2,900
Carroll County								\$220		\$220
Harford County								\$2,900		\$2,900
Howard County								\$2,360		\$2,360
MTA - Commuter Rail										61,323
MTA - Transit	\$43,961									\$247,804
Maryland Port Administration				\$25,000						\$31,555
Office of the Secretary		\$3,000								\$3,400
SHA - Anne Arundel County								\$4,231		\$4,231
SHA - Baltimore County					\$74,943			\$8,000		\$82,943
SHA - Carroll County								\$27		\$27
SHA - Harford County								\$557		\$557
SHA - Howard County					\$35,179					\$35,179
SHA - Regional	\$3,760		\$13,800		\$95,316	\$45	\$380	\$117,660	\$7,520	\$238,481
<b>Total Programmed</b>	<b>\$47,721</b>	<b>\$3,000</b>	<b>\$13,800</b>	<b>\$25,000</b>	<b>\$206,518</b>	<b>\$45</b>	<b>\$380</b>	<b>\$190,801</b>	<b>\$7,520</b>	<b>\$766,906</b>
<b>FY 2021 Appropriation*</b>	\$23,112		\$14,646		\$140,674			\$66,707	\$9,083	\$266,617
<b>Previous Funds Still Available*</b>	\$43,961	\$3,000	\$14,571	\$25,000	\$66,037	\$45	\$571	\$124,494	\$7,671	\$545,076
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	\$67,073	\$3,000	\$29,217	\$25,000	\$206,711	\$45	\$571	\$191,201	\$16,754	\$811,693

- 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)
- RTP Recreational Trails Program
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STBG

\*Figures provided by MDOT

**Summary of the FY 2022 Federal-Aid Annual Element (Funding in Thousands - continued below)**

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$3,561					\$67,055		
MTA - Transit	\$138,899	\$1,200	\$2,440	\$238		\$23,058	\$5,471	\$43,961
Maryland Port Administration								
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,760
<b>Total Programmed</b>	<b>\$142,460</b>	<b>\$1,200</b>	<b>\$2,440</b>	<b>\$238</b>	<b>\$400</b>	<b>\$90,113</b>	<b>\$5,471</b>	<b>\$47,721</b>

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

<b>Sponsoring Agency</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County						\$1,274		\$1,274
Baltimore City			\$480			\$27,253		\$27,733
Baltimore County						\$15,904		\$15,904
Carroll County						\$5,101		\$5,101
Harford County						\$4,060		\$4,060
Howard County						\$960		\$960
MTA - Commuter Rail								\$70,616
MTA - Transit								\$215,267
Maryland Port Administration		\$33,000						\$33,000
Office of the Secretary								\$400
SHA - Anne Arundel County						\$11,290		\$11,290
SHA - Baltimore County			\$92,804			\$8,000		\$100,804
SHA - Carroll County						\$20		\$20
SHA - Harford County						\$186		\$186
SHA - Howard County			\$28,195					\$28,195
SHA - Regional	\$12,200		\$94,916	\$45	\$380	\$117,660	\$7,200	\$236,161
<b>Total Programmed</b>	<b>\$12,200</b>	<b>\$33,000</b>	<b>\$216,395</b>	<b>\$45</b>	<b>\$380</b>	<b>\$191,708</b>	<b>\$7,200</b>	<b>\$750,971</b>

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

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$2,904					\$24,091		
MTA - Transit	\$80,991	\$2,440	\$3,370	\$238		\$23,519	\$5,574	\$44,655
Maryland Port Administration								
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,160
<b>Total Programmed</b>	<b>\$83,895</b>	<b>\$2,440</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$47,610</b>	<b>\$5,574</b>	<b>\$47,815</b>

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

<b>Sponsoring Agency</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County					\$3,780		\$3,780
Baltimore City			\$11,280		\$13,965		\$25,245
Baltimore County					\$6,140		\$6,140
Carroll County					\$2,922		\$2,922
Harford County					\$3,480		\$3,480
Howard County							\$0
MTA - Commuter Rail							\$26,995
MTA - Transit							\$160,787
Maryland Port Administration		\$34,500					\$34,500
Office of the Secretary							\$400
SHA - Anne Arundel County					\$14,104		\$14,104
SHA - Baltimore County			\$93,519		\$4,000		\$97,519
SHA - Carroll County							\$0
SHA - Harford County					\$126		\$126
SHA - Howard County			\$702				\$702
SHA - Regional	\$10,000		\$75,480	\$240	\$77,480	\$5,440	\$171,800
<b>Total Programmed</b>	<b>\$10,000</b>	<b>\$34,500</b>	<b>\$180,981</b>	<b>\$240</b>	<b>\$125,997</b>	<b>\$5,440</b>	<b>\$548,500</b>



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

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$4,083				\$23,508		
MTA - Transit	\$15,808	\$2,440	\$238		\$23,989	\$5,680	\$43,961
Maryland Port Administration							
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							\$3,160
<b>Total Programmed</b>	<b>\$19,891</b>	<b>\$2,440</b>	<b>\$238</b>	<b>\$400</b>	<b>\$47,497</b>	<b>\$5,680</b>	<b>\$47,121</b>

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

<b>Sponsoring Agency</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$0
Baltimore City			\$7,520		\$16,820		\$24,340
Baltimore County					\$1,680		\$1,680
Carroll County					\$1,162		\$1,162
Harford County					\$5,740		\$5,740
Howard County							\$0
MTA - Commuter Rail							\$27,591
MTA - Transit							\$92,116
Maryland Port Administration		\$35,500					\$35,500
Office of the Secretary							\$400
SHA - Anne Arundel County					\$11,625		\$11,625
SHA - Baltimore County			\$31,933				\$31,933
SHA - Carroll County							\$0
SHA - Harford County							\$0
SHA - Howard County							\$0
SHA - Regional	\$10,000		\$67,480	\$240	\$76,680	\$5,440	\$163,000
<b>Total Programmed</b>	<b>\$10,000</b>	<b>\$35,500</b>	<b>\$106,933</b>	<b>\$240</b>	<b>\$113,707</b>	<b>\$5,440</b>	<b>\$395,087</b>



# Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Anne Arundel County - Anne Arundel County</b>					
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,833	458
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	3,189	797
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	672	168
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	320	80
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	6,028
Parole Transportation Center	11-2101-66	New bus facilities	Other	0	882
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	500
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	572	143
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				8,814	12,138
<b>Baltimore City - Baltimore City</b>					
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
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	280	70



# Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	512	128
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	400	100
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,350
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	4,560	1,140
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	1,176	294
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	800	200
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	480	120
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	200	50
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	800	200
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
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	384	96
Frederick Avenue Slope Stabilization Wall	12-2105-39	Safety other	STBG	1,200	300
<b>Subtotal</b>				<b>44,212</b>	<b>16,828</b>

## Baltimore County - Baltimore County



## Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	2,900	0
Subtotal				2,900	0
<b>Carroll County - Carroll County</b>					
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	220	55
Subtotal				220	55
<b>Harford County - Harford County</b>					
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STBG	2,200	600
Madonna Road Bridge #113 over Deer Creek	15-2101-13	Bridge repair/deck replacement	STBG	400	100
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	300	0
Subtotal				2,900	700
<b>Howard County - Howard County</b>					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	2,360	4,399
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	500
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	1,100
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	750
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Roadway widening	Other	0	830
Subtotal				2,360	7,579
<b>Maryland Port Administration - Baltimore City</b>					
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	Facility expansion	BUILD	6,555	7,878



# Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	25,000	55,300
Subtotal				31,555	63,178
<b>Maryland Transportation Authority - Baltimore City</b>					
Subtotal				0	0
<b>Maryland Transportation Authority - Harford County</b>					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	126,813
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	472
Subtotal				0	127,285
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	11,543	2,886
MARC Improvements	70-1502-54	Preservation and improvements	5307C	1,894	474
			5337	15,901	3,975
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	31,985	7,997
Subtotal				61,323	15,332
<b>MTA - Transit - Baltimore County</b>					
Towson Circulator	43-2101-67	Transit capacity expansion	5339D	1,652	413
Subtotal				1,652	413
<b>MTA - Transit - Regional</b>					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326



## Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	12,016	3,004
			5339F	2,577	644
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,498	4,125
			5337	22,605	5,651
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	1,672	418
			5339F	330	83
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	15,154	3,789
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	6,809	1,702
			CMAQ	43,250	10,813
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5339F	2,400	600
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	47,852	11,963
			5307F	30,577	7,644
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	35,560	8,890
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Rural Transit Systems - Capital Assistance	40-9501-05	Fleet improvement	5339F	1,748	437
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	150	38
			5339F	195	49
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	711	0
<b>Subtotal</b>				<b>246,152</b>	<b>63,838</b>



## Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	3,000	750
<b>Subtotal</b>				<b>3,400</b>	<b>950</b>
<b>SHA - Anne Arundel County</b>					
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Safety other	STBG	635	165
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	548	70
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	1,304
			STBG	3,048	546
<b>Subtotal</b>				<b>4,231</b>	<b>2,085</b>
<b>SHA - Baltimore County</b>					
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	300
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	536
I-695: US 40 to MD 144	63-1601-41	Roadway widening	Other	0	12,160
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	5,375	698
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	8,976	2,556
			Other	0	51
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	5,982	2,057



## Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	Other	0	4
MD 45: Padonia Road to Wight Avenue	63-1707-11	Road resurfacing/rehabilitation	NHPPC	1,158	7,039
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	NHPPC	1,130	225
			Other	0	123
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	46,883	0
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	8,000	2,000
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	5,439	1,161
Subtotal				82,943	28,910
<b>SHA - Carroll County</b>					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	58
			STBG	27	7
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	107
Subtotal				27	172
<b>SHA - Harford County</b>					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	Other	0	182
			STBG	557	193
Subtotal				557	375
<b>SHA - Howard County</b>					
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	169





# Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	35,179	307
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	250
<b>Subtotal</b>				<b>35,179</b>	<b>726</b>
<b>SHA - Regional</b>					
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	21,280	5,320
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,280	1,070
			NHPPC	45,440	11,360
			STBG	37,520	9,380
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,560	390
			NHPPC	3,700	925
			STBG	14,060	3,515
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	640	160
			NHPPC	2,680	670
			RTP	380	95
			STBG	24,720	6,180
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,200	550
			HSIP	8,880	2,220



## Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

<b>Project Name</b>	<b>Project ID</b>	<b>Project Type</b>	<b>Funding Source</b>	<b>Federal Funds</b>	<b>Matching Funds</b>
Areawide Safety And Spot Improvements	60-9508-19	Other	NHPPC	17,200	4,300
			STBG	16,320	4,080
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	3,760	940
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	7,520	1,880
Subtotal				238,481	59,609

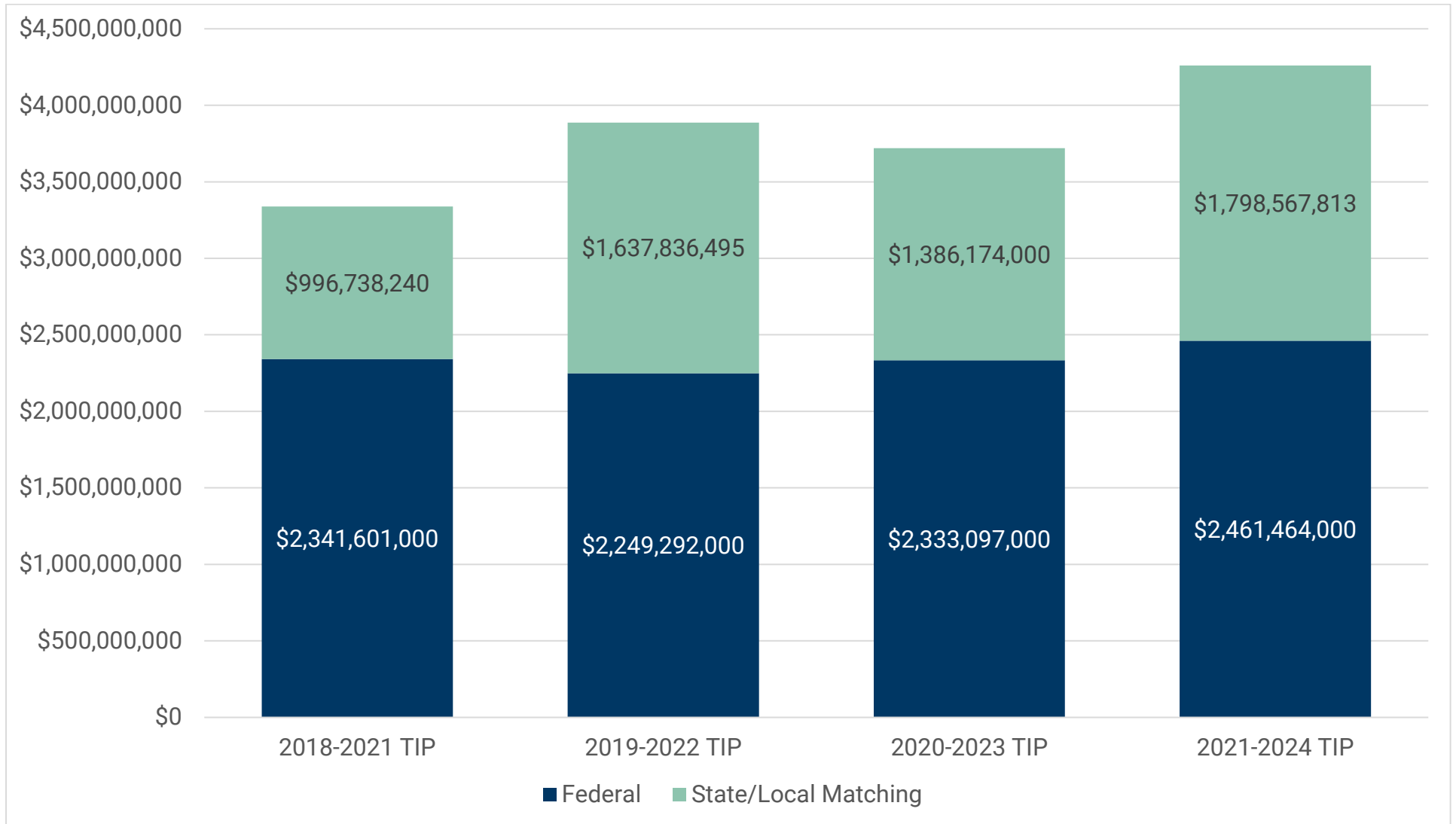


## Transportation Improvement Program - FY 2021-2024

Table 3. Summary of FY 2021-2024 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2021 Federal Funds	FY 2021 Matching Funds	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 2021-2024 Federal Funds Total	FY 2021-2024 Matching Funds Total	Grand Total
Anne Arundel County	\$8,814	\$12,138	\$1,274	\$2,918	\$3,780	\$11,638	\$0	\$0	\$13,868	\$26,694	\$40,562
Baltimore City	\$44,212	\$16,828	\$27,733	\$8,182	\$25,245	\$6,312	\$24,340	\$6,085	\$121,530	\$37,407	\$158,937
Baltimore County	\$2,900	\$0	\$15,904	\$3,976	\$6,140	\$760	\$1,680	\$420	\$26,624	\$5,156	\$31,780
Carroll County	\$220	\$55	\$5,101	\$1,147	\$2,922	\$730	\$1,162	\$158	\$9,405	\$2,090	\$11,495
Harford County	\$2,900	\$700	\$4,060	\$770	\$3,480	\$870	\$5,740	\$1,010	\$16,180	\$3,350	\$19,530
Howard County	\$2,360	\$7,579	\$960	\$46,740	\$0	\$28,961	\$0	\$15,150	\$3,320	\$98,430	\$101,750
Maryland Port Administration	\$31,555	\$63,178	\$33,000	\$91,775	\$34,500	\$84,450	\$35,500	\$78,950	\$134,555	\$318,353	\$452,908
Maryland Transportation Authority	\$0	\$127,286	\$0	\$215,513	\$0	\$299,045	\$0	\$159,144	\$0	\$800,988	\$800,988
MDOT MTA - Commuter Rail	\$61,323	\$15,332	\$70,616	\$17,653	\$26,995	\$6,749	\$27,591	\$6,898	\$186,525	\$46,632	\$233,157
MDOT MTA - Transit	\$247,804	\$64,251	\$215,267	\$55,650	\$160,787	\$42,494	\$92,116	\$24,860	\$715,974	\$187,255	\$903,229
MDOT Office of the Secretary	\$3,400	\$950	\$400	\$200	\$400	\$200	\$400	\$200	\$4,600	\$1,550	\$6,150
MDOT SHA - Anne Arundel County	\$4,231	\$2,085	\$11,290	\$3,947	\$14,104	\$4,723	\$11,625	\$3,269	\$41,250	\$14,024	\$55,274
MDOT SHA - Baltimore County	\$82,943	\$28,910	\$100,804	\$15,397	\$97,519	\$7,785	\$31,933	\$0	\$313,199	\$52,092	\$365,291
MDOT SHA - Carroll County	\$27	\$172	\$20	\$36	\$0	\$21	\$0	\$0	\$47	\$229	\$276
MDOT SHA - Harford County	\$557	\$375	\$186	\$64	\$126	\$44	\$0	\$0	\$869	\$483	\$1,352
MDOT SHA - Howard County	\$35,179	\$726	\$28,195	\$524	\$702	\$247	\$0	\$0	\$64,076	\$1,497	\$65,573
MDOT SHA - Regional	\$238,481	\$59,609	\$236,161	\$59,029	\$171,800	\$42,950	\$163,000	\$40,750	\$809,442	\$202,338	\$1,011,780
<b>Grand Total</b>	<b>\$766,906</b>	<b>\$400,174</b>	<b>\$750,971</b>	<b>\$523,521</b>	<b>\$548,500</b>	<b>\$537,979</b>	<b>\$395,087</b>	<b>\$336,894</b>	<b>\$2,461,464</b>	<b>\$1,798,568</b>	<b>\$4,260,032</b>

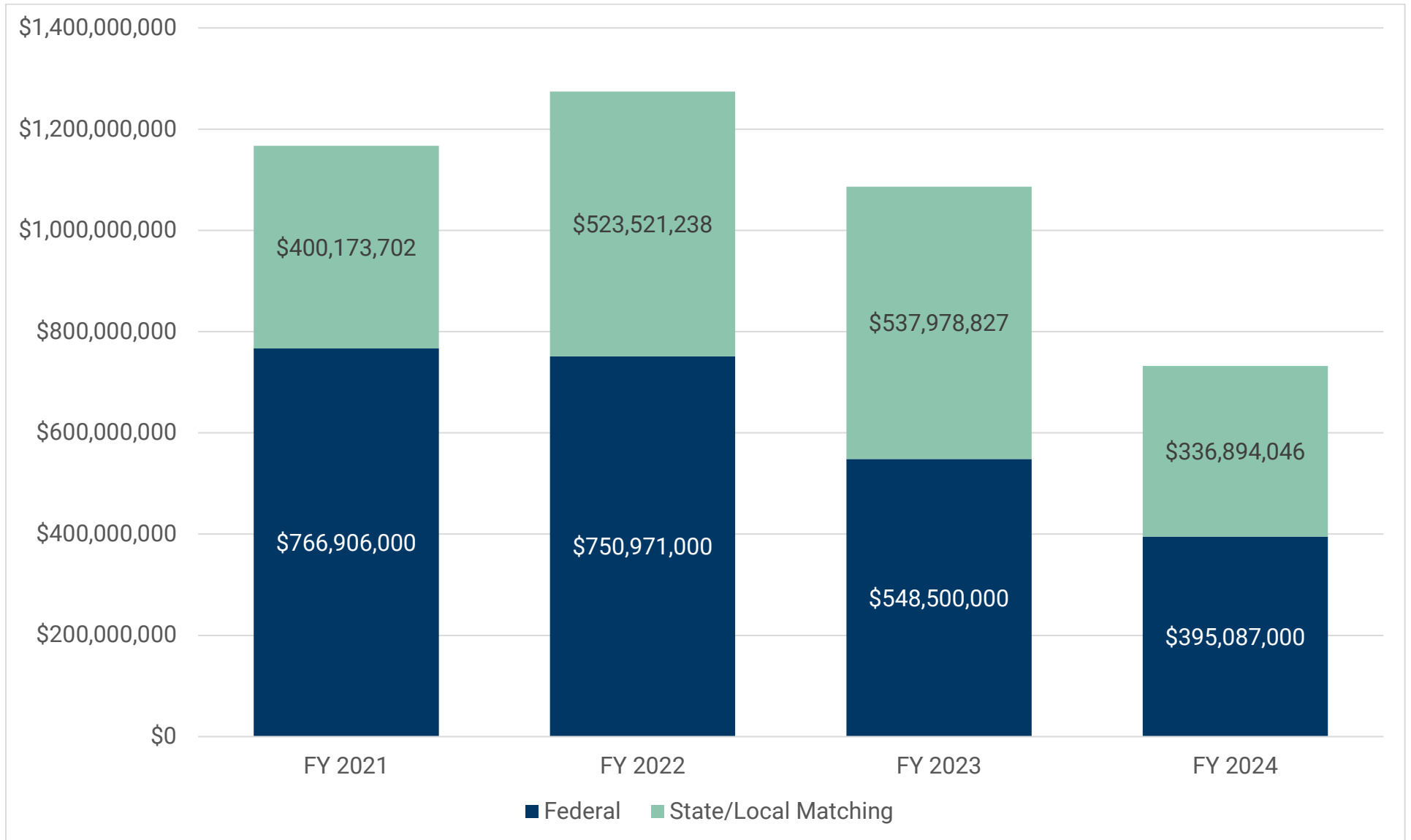
Exhibit 1. Comparison of the Total Amount Programmed in the 2018, 2019, 2020, and 2021 TIPs





# Transportation Improvement Program - FY 2021-2024

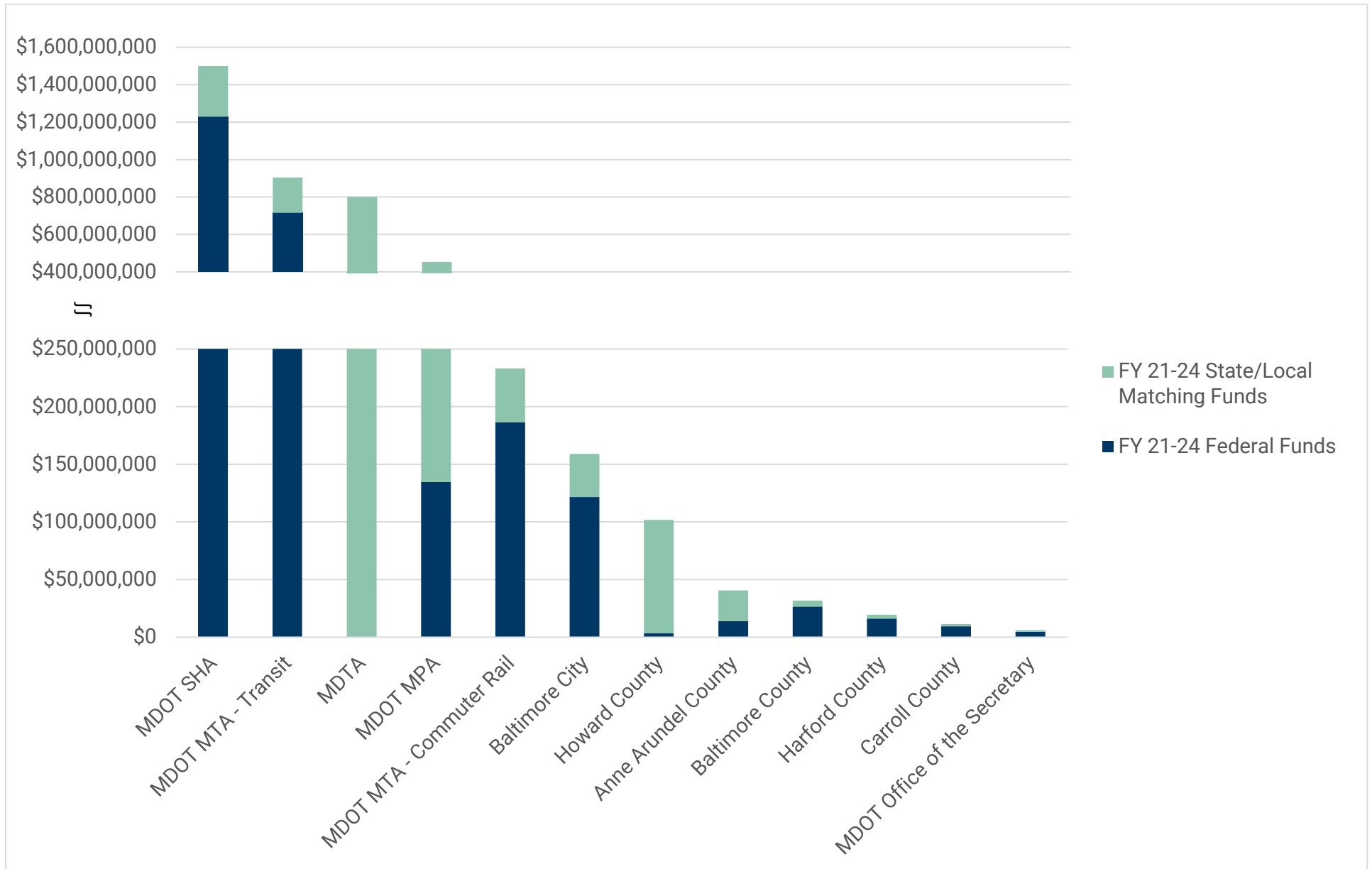
Exhibit 2. FY 2021-2024 TIP Funding by Fiscal Year





# Transportation Improvement Program - FY 2021-2024

Exhibit 3. FY 2021-2024 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	79
Highway Capacity	22
Emission Reduction Strategy	12
Transit Preservation	11
Environmental/Safety	5
Miscellaneous	4
Commuter Rail Preservation	3
Ports	2
Enhancement Program	1
Transit Capacity	1
Commuter Rail Capacity	0
<b>Total</b>	<b>140</b>



Exhibit 5. Share of FY 2021-2024 TIP Funding by Project Category

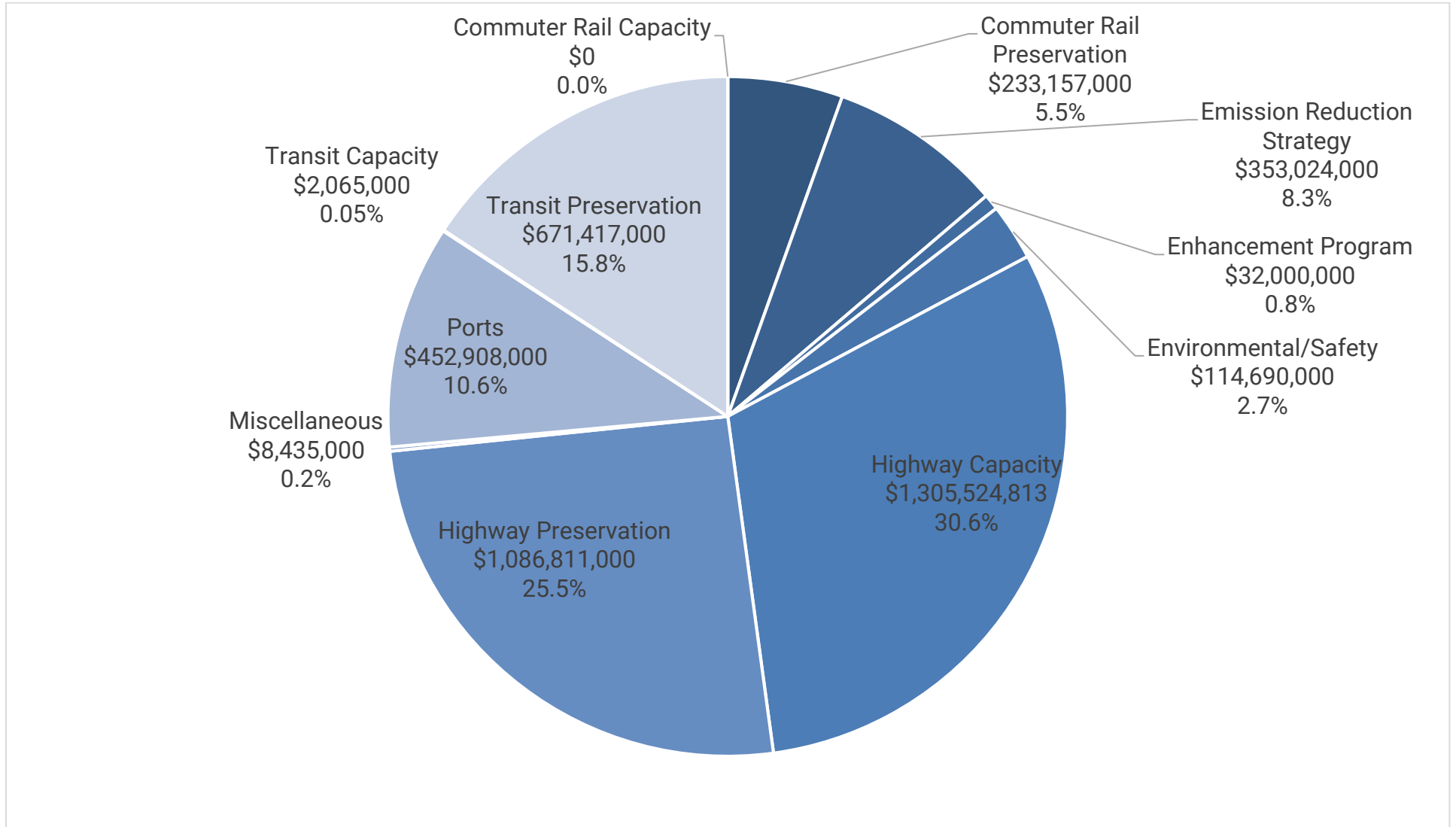
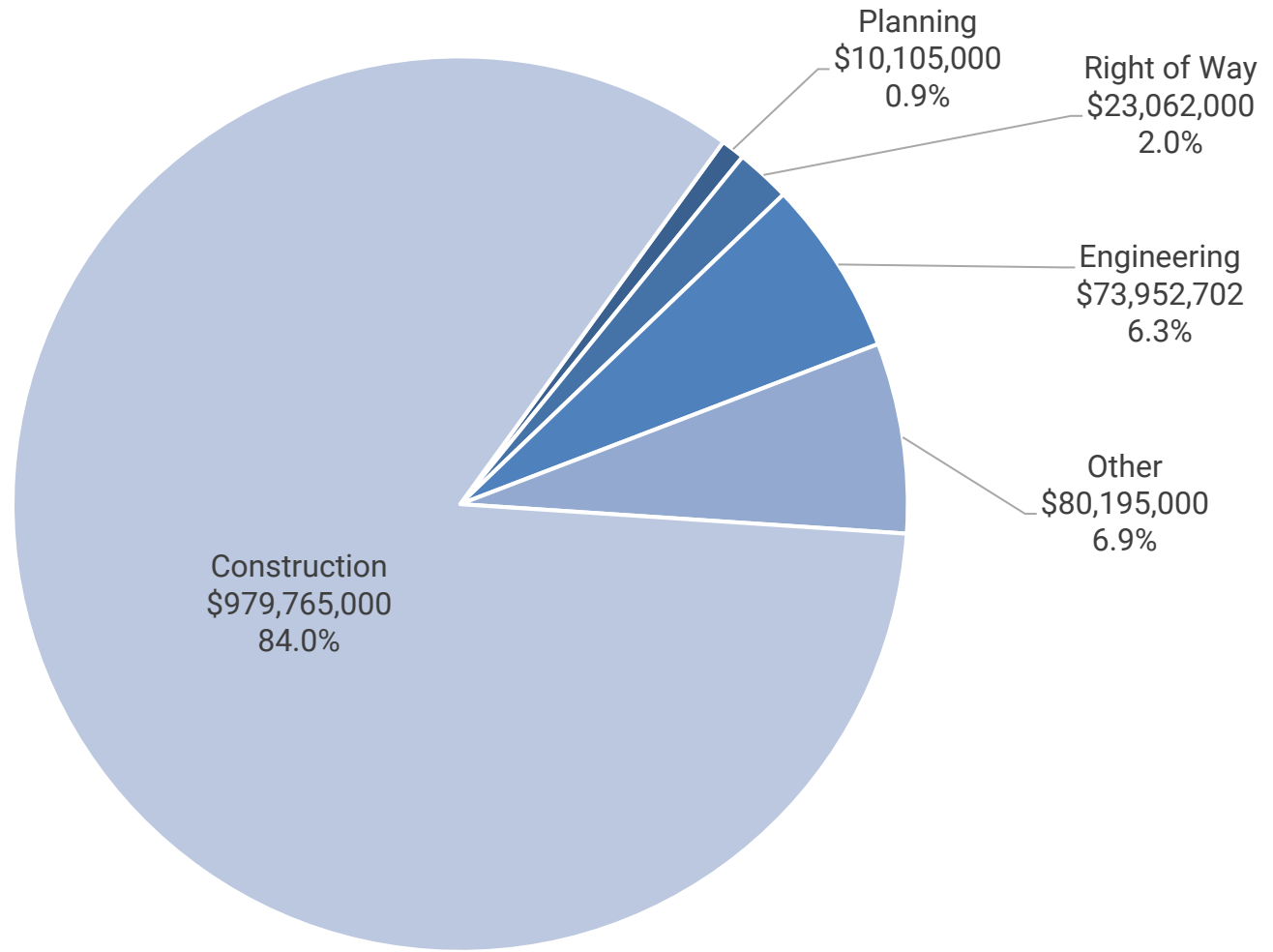




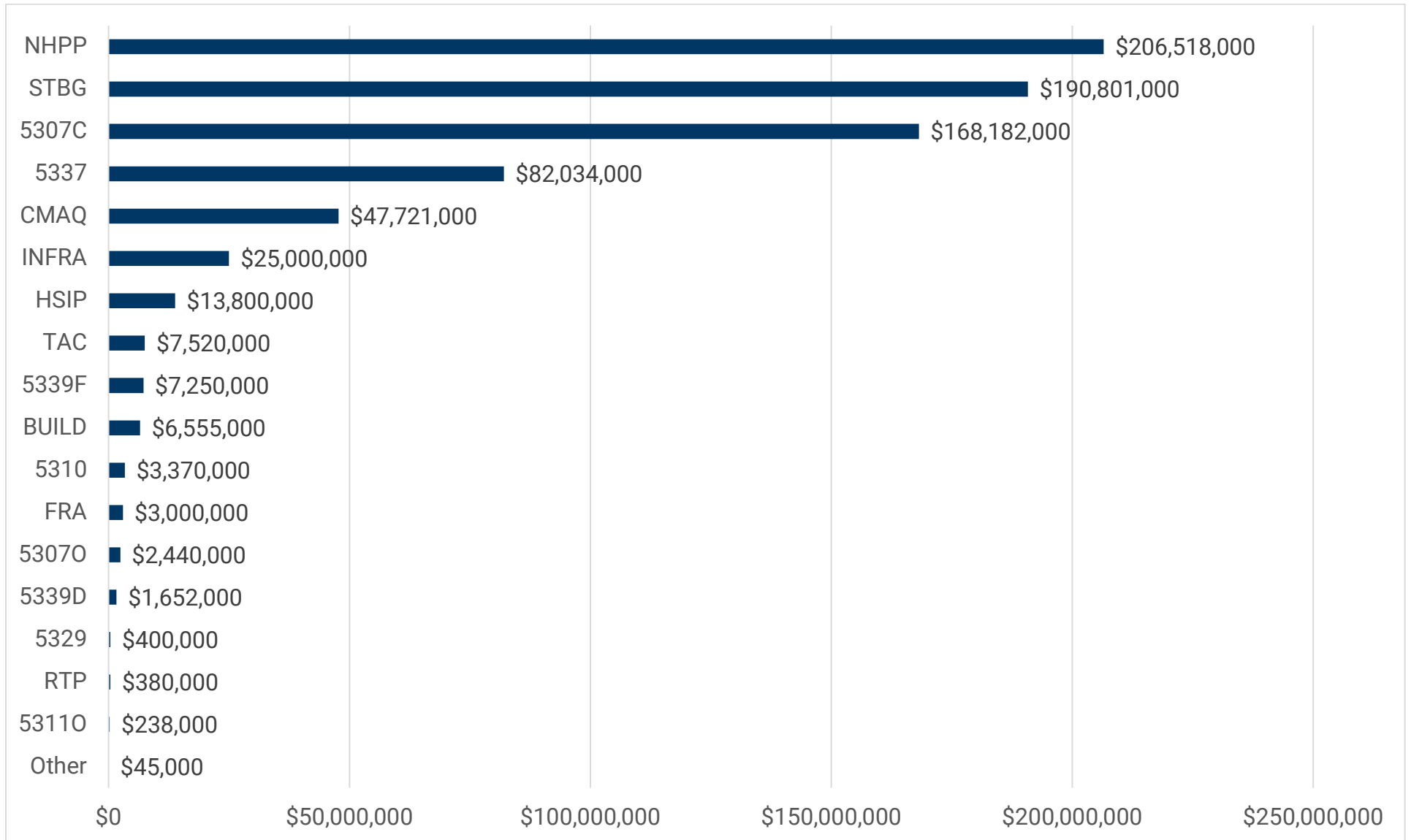
Exhibit 6. Share of FY 2021 TIP Funding by Project Phase





# Transportation Improvement Program - FY 2021-2024

Exhibit 7. FY 2021 Federal Fund Requests by Fund Source



## 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 (10.2%), those exceeding the regional average for minority concentration (42.5%), 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

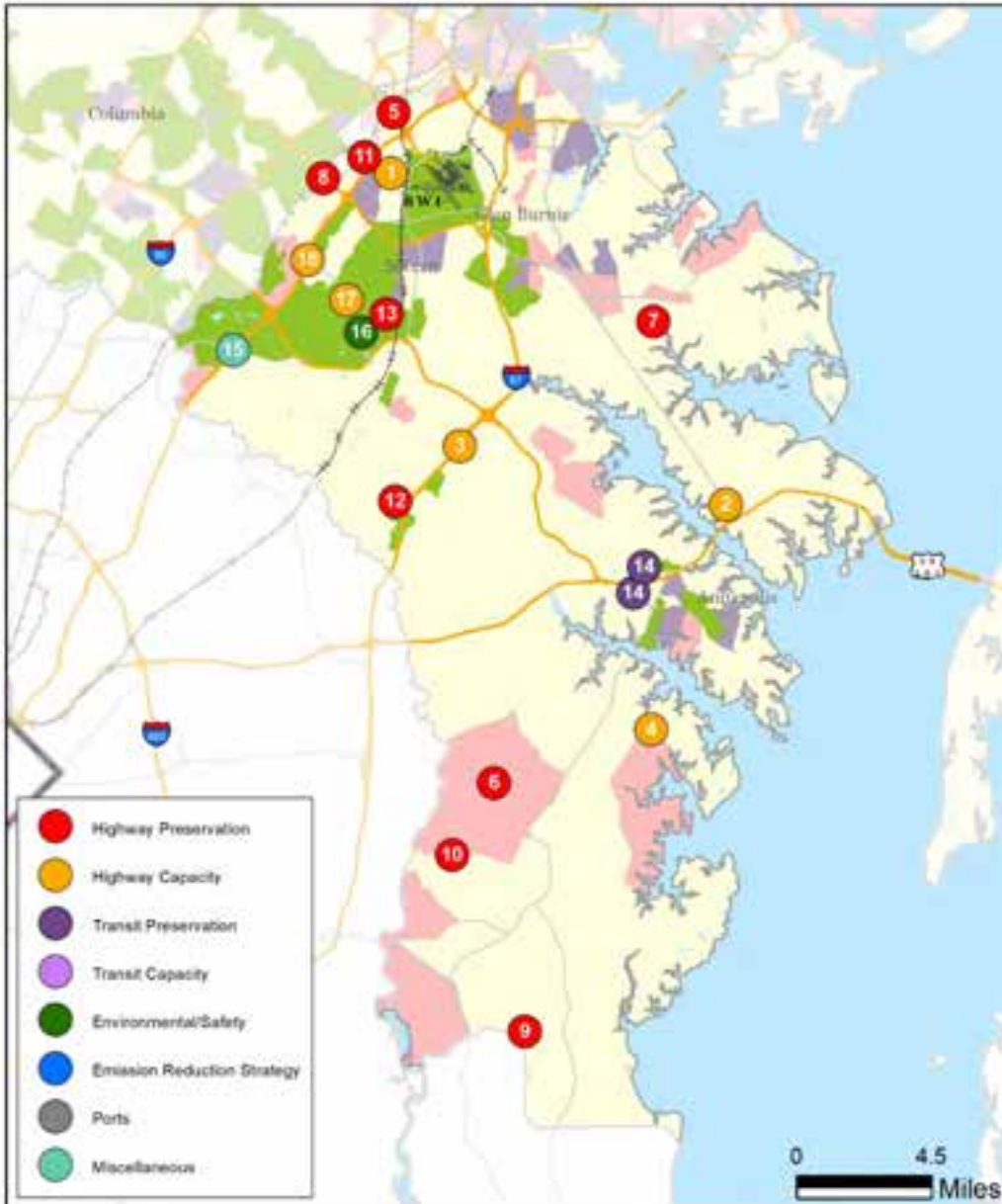
proximity to key destinations such as supermarkets and hospitals.<sup>10</sup>

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.

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<sup>10</sup> 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](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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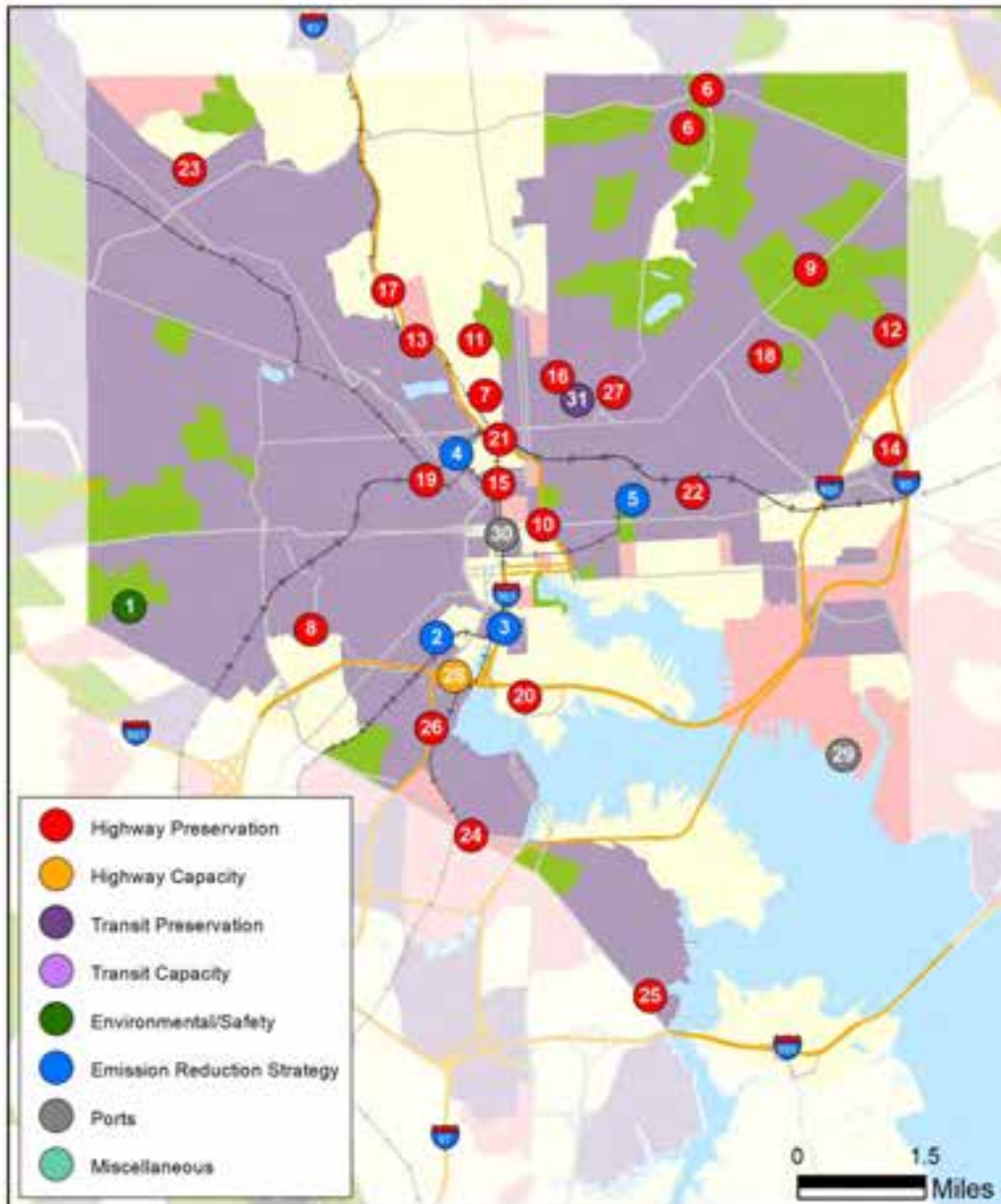
## Project Sponsor: MDOT State Highway Administration

16	MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39
17	MD 175: Disney Road to Reece Road	61-1601-41
18	MD 175: National Business Parkway to McCarron Court	61-1701-41

- EJ TAZs: Minority Population Above Regional Average of 42.5%
- EJ TAZs: Household Poverty Above Regional Average of 10.2%
- 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 42.5% and where household poverty is higher than the regional average of 10.2% from the 2013-2017 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2019, TIGERLine®, MTA, U.S. Census, American Community Survey.

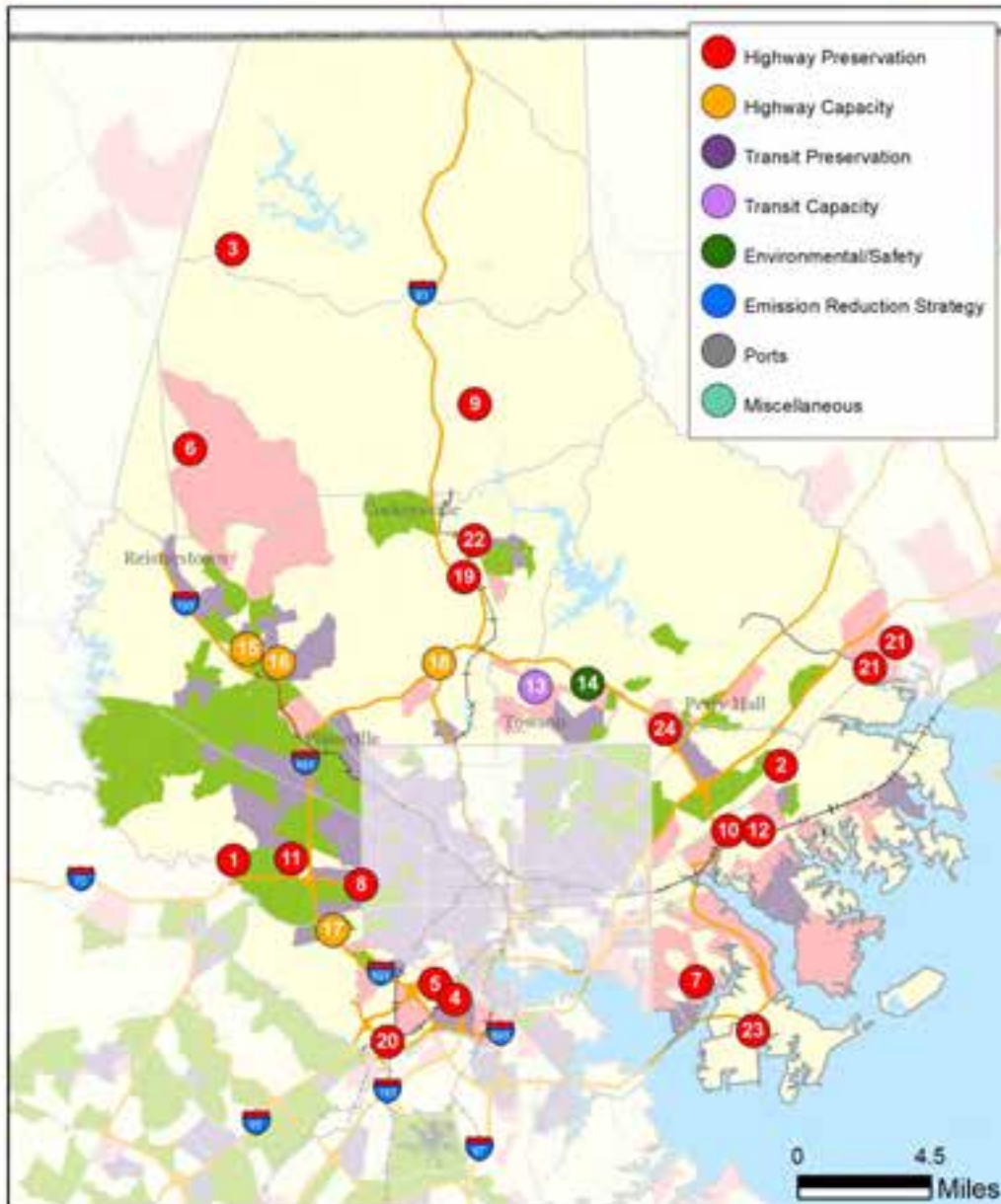
# Baltimore City Projects in Relation to Minority & Poverty Concentrations



Project Sponsor: Baltimore City		
1	Frederick Avenue Slope Stabilization Wall	12-2108-38
2	Bush Street Bike Facility	12-2101-03
3	Greenway Middle Branch Phase 2	12-2102-03
4	Euras Place Bike Facility	12-2103-03
5	Wolfe/Washington Street Bike Facility	12-2104-03
6	Ferring Parkway Ramp and Hillen Road Bridge	12-1215-13
7	Sixson Street Bridge over CSX Railroad	12-1216-13
8	Wilkins Avenue Bridge Over Geyers Falls	12-1403-13
9	Belair Road Complete Streets	12-1404-11
10	Oleans Street Bridge over I-83 and City Streets	12-1601-13
11	Remington Avenue Bridge over Story Run	12-1602-13
12	Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13
13	I-83 Concrete Deck Mill and Resurface	12-1604-13
14	Morris Road Ramp Bridge over Puleski Highway	12-1605-13
15	MLK Boulevard and Howard Street Intersection Improvements	12-1706-11
16	29th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11
17	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13
18	Brehms Lane over Herring Run	12-2005-13
19	Fremont Avenue Rehabilitation from Lafayette Avenue to Pressman Street	12-2007-11
20	Hanover Street Over CSX	12-2008-13
21	Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13
22	Madison Street Rehabilitation from North Milton Avenue to Edson Highway	12-2010-11
23	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11
24	Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11
25	Pennington Avenue Rehabilitation from Birch Street to East Ordhanse Road	12-2013-11
26	Waterside Avenue over Ramp to 295	12-2015-13
27	Harbord Road Bridge Over CSX	12-2106-13
Project Sponsor: Maryland Transportation Authority		
28	I-83 Fort McHenry Tunnel - Fort Covington Access	22-1901-45
Project Sponsor: Maryland Port Administration		
29	Seagrif Marine Terminal Modernization, Berth Improvements	32-2001-83
30	Howard Street Tunnel	32-2101-83
Project Sponsor: Maryland Transit Administration		
31	Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-85

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# 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	Gunpowder Road Bridge No. B-0400	13-1005-13
4	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
5	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
6	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13
7	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
8	Old Inglestone Avenue Bridge No. B-0096 over Dead Run	13-1202-13
9	Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13
10	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
11	Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13
12	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orens Road	13-1701-13

**Project Sponsor: Maryland Transit Administration**

13	Towson Circulator	43-2101-67
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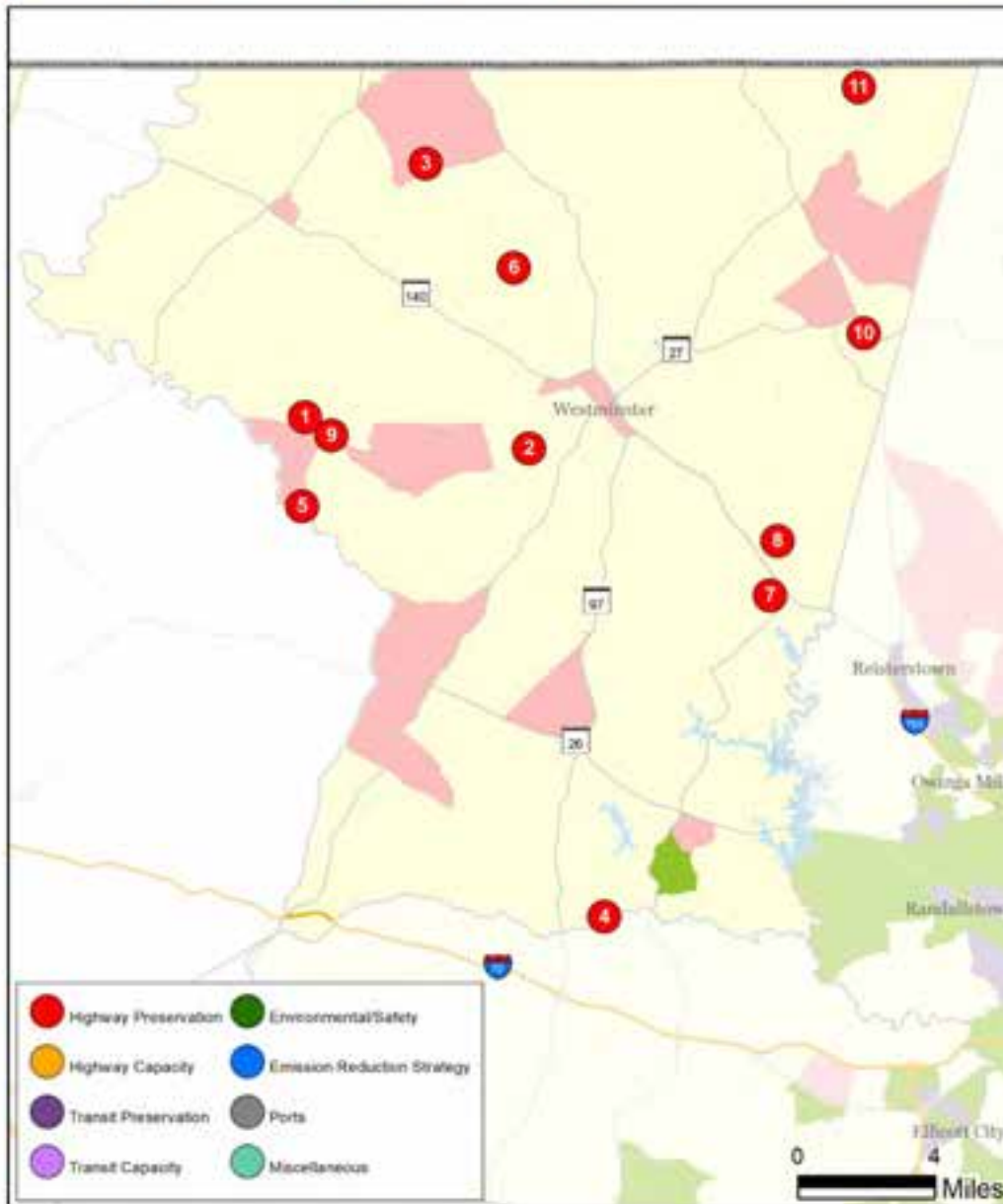
**Project Sponsor: MDOT State Highway Administration**

14	I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38
15	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0902-41
16	MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41
17	I-695: US 40 to MD 144	63-1601-41
18	I-695: I-70 to MD 43	63-1802-41
19	I-83: Bridge Replacement over Padonia Road	63-1701-13
20	US 1: Bridge Replacement over CSX	63-1704-13
21	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
22	MD 45: Padonia Road to Wight Avenue	63-1707-11
23	MD 151/MD 151B: Bridge Replacements	63-2001-13
24	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13

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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 Keys 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

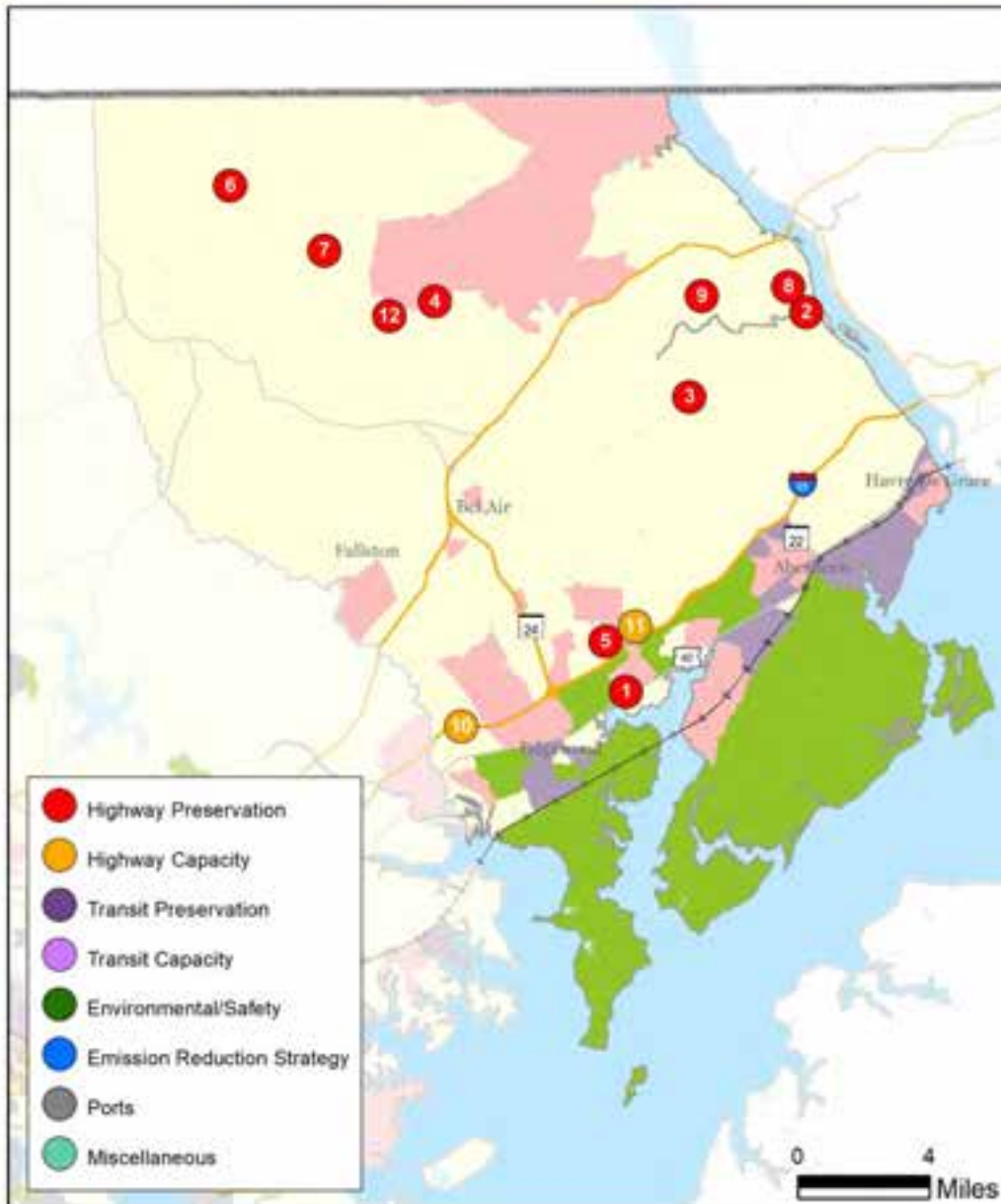
## Project Sponsor: MDOT State Highway Administration

10	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19
11	MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13

- EJ TAZs: Minority Population Above Regional Average of 42.5%
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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	Glenalle 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 Byrum 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

**Project Sponsor: Maryland Transportation Authority**

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

**Project Sponsor: MDOT State Highway Administration**

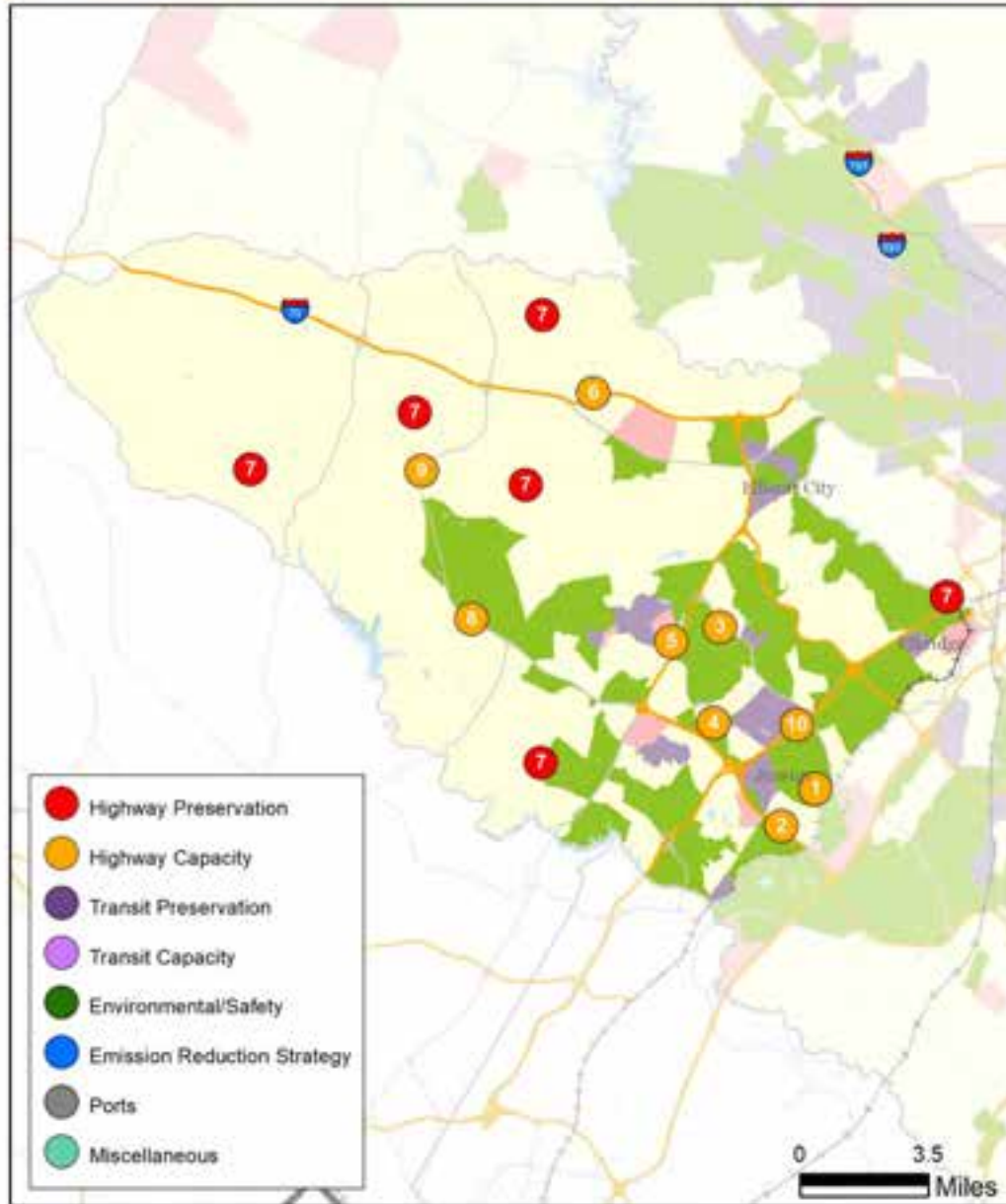
12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12
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- EJ TAZs: Household Poverty Above Regional Average of 10.2%
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# Howard County Projects in Relation to Minority & Poverty Concentrations



## Project Sponsor: Howard County

1	Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41
2	Guilford Road: US 1 to Dorsey Run Road	16-1405-41
3	MD 175 at Oakland Mills Road Interchange	16-1407-46
4	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
5	US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42
6	Marriottsville Road and I-70 Bridge Improvements	16-2101-41
7	Bridge Repairs and Deck Replacement	16-0436-13

## Project Sponsor: MDOT State Highway Administration

8	MD 32: MD 108 to Linden Church Road	66-1602-41
9	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
10	I-95: Active Traffic Management	66-1801-41

- EJ TAZs: Minority Population Above Regional Average of 42.5%
- EJ TAZs: Household Poverty Above Regional Average of 10.2%
- 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 42.5% and where household poverty is higher than the regional average of 10.2% from the 2013-2017 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2019, TIGER/Line®, MTA, U.S. Census, American Community Survey.

**B. Detailed Project Listing**

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### Hanover Road Corridor Improvement

<b>TIP ID</b>	11-1801-42	<b>Year of Operation</b>	TBD
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.4 miles
<b>CIP or CTP ID(s)</b>	H566700 (CIP) & AA372-11 (CTP)	<b>Est. Total Cost</b>	\$12,208,000

**Description:**

This project is to provide design, right-of-way acquisition and construction of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover.

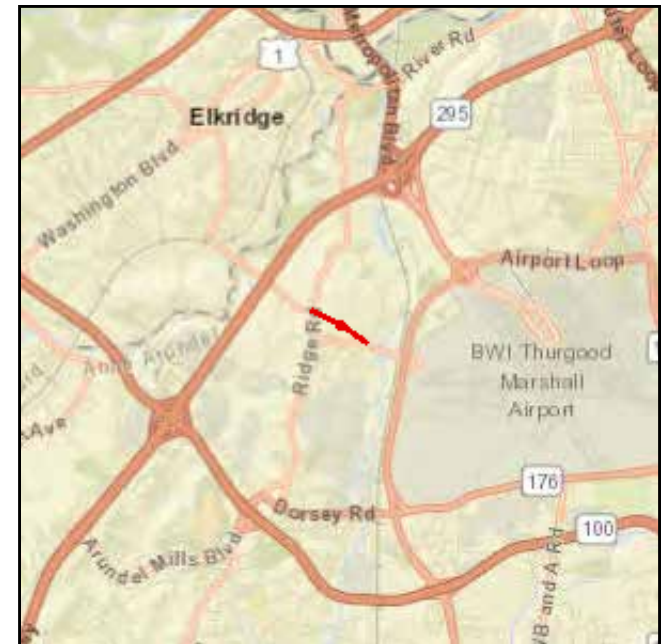
Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete construction of this project. No schedule or funding for construction have been determined.

**Justification:**

This project is a breakout project from the MD 295 Project Planning Study that has a signed 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$6,028	\$0	\$0	\$0	\$0	\$0	\$0	\$6,028
<b>Subtotal</b>	<b>\$0</b>	<b>\$6,028</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,028</b>
<b>Total</b>	<b>\$0</b>	<b>\$6,028</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,028</b>

**MD 2: US 50 to Baltimore Annapolis Boulevard**

<b>TIP ID</b>	11-2102-41	<b>Year of Operation</b>	TBD
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.9 miles
<b>CIP or CTP ID(s)</b>	H002920	<b>Est. Total Cost</b>	\$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 take the project to 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





**2021 - 2024 Transportation Improvement Program**

**MD 2: US 50 to Baltimore Annapolis Boulevard**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,256</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,256</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,256</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,256</b>

### MD 3: Saint Stephens Church Road to MD 175

<b>TIP ID</b>	11-2103-41	<b>Year of Operation</b>	TBD
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.25 miles
<b>CIP or CTP ID(s)</b>	H003020	<b>Est. Total Cost</b>	\$21,835,000

**Description:**

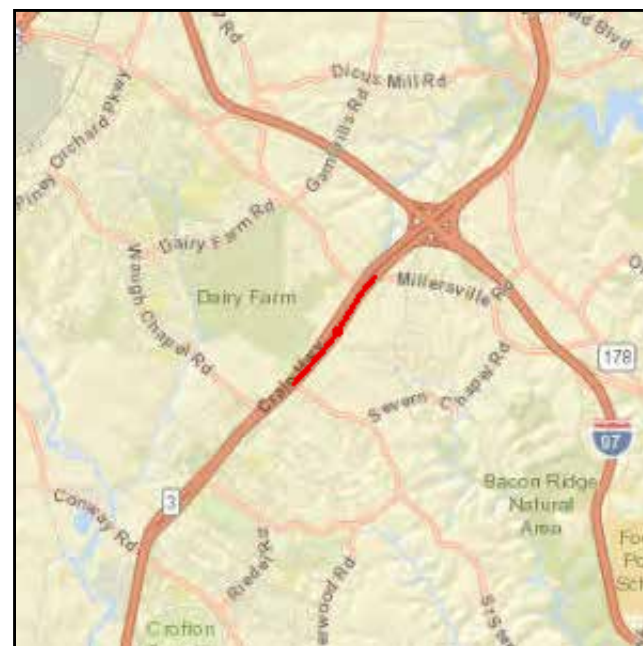
This project will evaluate capacity and safety improvements along MD 3 between Saint Stephens Church Road and MD 175, Millersville Road. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will take the project to 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





2021 - 2024 Transportation Improvement Program

MD 3: Saint Stephens Church Road to MD 175

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,269</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,269</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,269</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,269</b>



**MD 214: MD 468 to east of Loch Haven Road**

<b>TIP ID</b>	11-2104-41	<b>Year of Operation</b>	TBD
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.7 miles
<b>CIP or CTP ID(s)</b>	H575700	<b>Est. Total Cost</b>	\$13,319,000

**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 take the project to 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$500	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Furnace Avenue Bridge over Deep Run

<b>TIP ID</b>	11-1103-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H535200	<b>Est. Total Cost</b>	\$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. The estimated total cost has increased from the initial program estimate of \$1.74 million now that preliminary improvement alternatives have been developed.

Engineering funds through NEPA approval were included in FY 2020. FY 2022 engineering funds are to 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$500	\$125	\$0	\$0	\$0	\$0	\$625
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625</b>

### Harwood Road Bridge over Stocketts Run

<b>TIP ID</b>	11-1208-13	<b>Year of Operation</b>	2022
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H535100	<b>Est. Total Cost</b>	\$3,080,000

**Description:**

This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road. The estimated total cost has increased from \$2.532 million to \$3.08 million due to a revised construction cost estimate as engineering proceeded.

Engineering funds were included in the FY 2014-2017 TIP.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,833	\$458	\$0	\$0	\$0	\$0	\$0	\$0	\$2,291
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
<b>Subtotal</b>	<b>\$1,833</b>	<b>\$458</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,291</b>
<b>Total</b>	<b>\$1,833</b>	<b>\$458</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,291</b>

### Magothy Bridge Road Bridge over Magothy River

<b>TIP ID</b>	11-1402-13	<b>Year of Operation</b>	2022
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H534900	<b>Est. Total Cost</b>	\$5,809,000

**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 increased from \$4.711 million to \$5.809 million due to a revised construction cost estimate as engineering proceeded.

Engineering funds were included in a previous TIP.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,189	\$797	\$0	\$0	\$0	\$0	\$0	\$0	\$3,986
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
<b>Subtotal</b>	<b>\$3,189</b>	<b>\$797</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,986</b>
<b>Total</b>	<b>\$3,189</b>	<b>\$797</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,986</b>



### O'Connor Road Bridge over Deep Run

<b>TIP ID</b>	11-1403-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H561000	<b>Est. Total Cost</b>	\$6,399,000

**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 the initial program estimate of \$1.379 million now that preliminary improvement alternatives have been developed.

Engineering funds were first included in the FY 2014-2017 TIP. FY 2021 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,780	\$945	\$0	\$0	\$4,725
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$672	\$168	\$0	\$0	\$0	\$0	\$0	\$0	\$840
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$672</b>	<b>\$168</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,780</b>	<b>\$945</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,565</b>
<b>Total</b>	<b>\$672</b>	<b>\$168</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,780</b>	<b>\$945</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,565</b>

### McKendree Road Culvert over Lyons Creek

<b>TIP ID</b>	11-1601-19	<b>Year of Operation</b>	2023
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H566800	<b>Est. Total Cost</b>	\$1,831,000

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$774	\$193	\$0	\$0	\$0	\$0	\$967
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$774</b>	<b>\$193</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$967</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$774</b>	<b>\$193</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$967</b>

### Polling House Road Bridge over Rock Branch

<b>TIP ID</b>	11-1602-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H561100	<b>Est. Total Cost</b>	\$1,738,000

**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.

Engineering funds through NEPA approval were included in FY 2020. FY 2021 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

### Hanover Road Bridge over Deep Run

<b>TIP ID</b>	11-2105-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H000121	<b>Est. Total Cost</b>	\$9,342,000

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$572	\$143	\$0	\$0	\$0	\$0	\$0	\$0	\$715
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$572</b>	<b>\$143</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$715</b>
<b>Total</b>	<b>\$572</b>	<b>\$143</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$715</b>



### Conway Road Bridge over Little Patuxent River

<b>TIP ID</b>	11-2106-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H000221	<b>Est. Total Cost</b>	\$23,005,000

**Description:**

This project will replace the existing bridge along Conway Road over the Little Patuxent River 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).





### Conway Road Bridge over Little Patuxent River

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$1,500</b>	<b>\$375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875</b>
<b>Total</b>	<b>\$1,500</b>	<b>\$375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875</b>

### Jacobs Road Bridge over Severn Run

<b>TIP ID</b>	11-2107-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H000321	<b>Est. Total Cost</b>	\$10,624,000

**Description:**

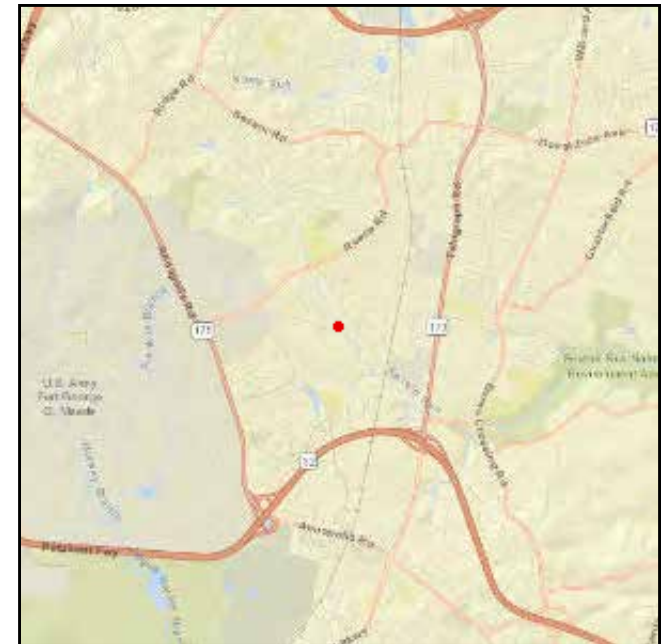
This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$728</b>	<b>\$182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$910</b>
<b>Total</b>	<b>\$728</b>	<b>\$182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$910</b>

### Parole Transportation Center

<b>TIP ID</b>	11-2101-66	<b>Year of Operation</b>	2025
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	New bus facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	H002721	<b>Est. Total Cost</b>	\$14,175,000

**Description:**

This project will provide a multi-modal transportation center in Parole. 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.

The project study recommended two possible locations: the Westfield Annapolis Mall and the Harry S. Truman Park & Ride. The project map depicts both locations.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$10,693	\$0	\$0	\$10,693
OTH	\$0	\$34	\$0	\$100	\$0	\$0	\$0	\$0	\$134
ENG	\$0	\$848	\$0	\$0	\$0	\$0	\$0	\$0	\$848
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$0	\$2,500
<b>Subtotal</b>	<b>\$0</b>	<b>\$882</b>	<b>\$0</b>	<b>\$2,600</b>	<b>\$0</b>	<b>\$10,693</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,175</b>
<b>Total</b>	<b>\$0</b>	<b>\$882</b>	<b>\$0</b>	<b>\$2,600</b>	<b>\$0</b>	<b>\$10,693</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,175</b>

### Frederick Avenue Slope Stabilization Wall

<b>TIP ID</b>	12-2105-39	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Safety other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 650 ft
<b>CIP or CTP ID(s)</b>	508-140	<b>Est. Total Cost</b>	\$2,250,000

**Description:**

Construction of a soil-nail wall from Atholwood Lane to Wyndholme Way to arrest current and future landslides from an adjacent hill that is encroaching into the public right-of-way. The project also includes sidewalk work adjacent to the roadway.

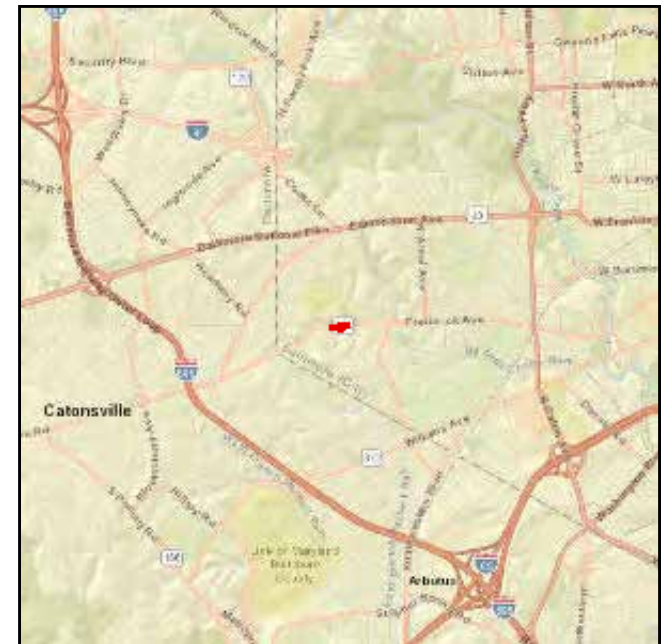
Engineering was funded prior to FY 2021 with Baltimore City funds.

**Justification:**

The slope adjacent to Frederick Avenue is not stable and has caused landslides that have encroached into the public right-of-way. This project will prevent future issues from occurring.

**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.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





### Frederick Avenue Slope Stabilization Wall

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
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
<b>Subtotal</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>
<b>Total</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>



### Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

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

**Description:**

Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, 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, and traffic signal reconstruction.

Engineering funds were included in FY 2019.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$13,680</b>	<b>\$3,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,100</b>
<b>Total</b>	<b>\$13,680</b>	<b>\$3,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,100</b>

### Transportation Management Center Upgrade

<b>TIP ID</b>	12-1701-04	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-005	<b>Est. Total Cost</b>	\$6,150,000

**Description:**

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) which controls and communicates with traffic signals in the field. The system includes software and computer hardware (servers and switches). The current system, 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, installation of communication equipment for fiber optics, and a copper cable network and camera control system to complete the functions of the ATMS.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$4,800</b>	<b>\$1,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,150</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,150</b>

### Bush Street Bike Facility

<b>TIP ID</b>	12-2101-03	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.6 miles
<b>CIP or CTP ID(s)</b>	508-121	<b>Est. Total Cost</b>	\$205,000

**Description:**

The Bush Street Bike Facility involves constructing a 0.6 mile on-street cycle track on Bush Street between Washington Boulevard and Russell Street.

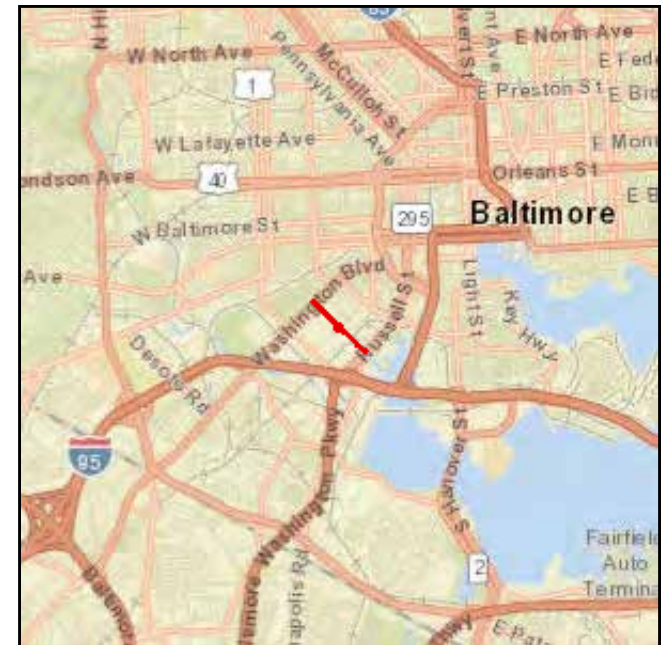
Engineering for this project was funded prior to FY 2021 with an MDOT Bikeways grant.

**Justification:**

This project is a key link in the city's bike network connecting South Baltimore neighborhoods and Carroll Park to the Greenway Trail Network and providing connections to the Inner Harbor and downtown. It was identified in the 2017 Separated Bike Lane Network Plan.

**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.





**Bush Street Bike Facility**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$92	\$23	\$0	\$0	\$0	\$0	\$115
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$92</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$92</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115</b>

### Greenway Middle Branch Phase 2

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

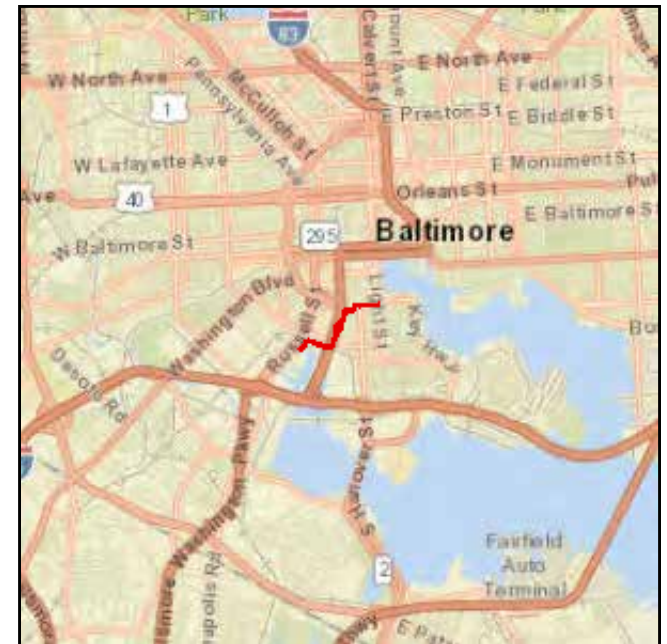
Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,525	\$382	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>



### Eutaw Place Bike Facility

<b>TIP ID</b>	12-2103-03	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	508-102	<b>Est. Total Cost</b>	\$315,000

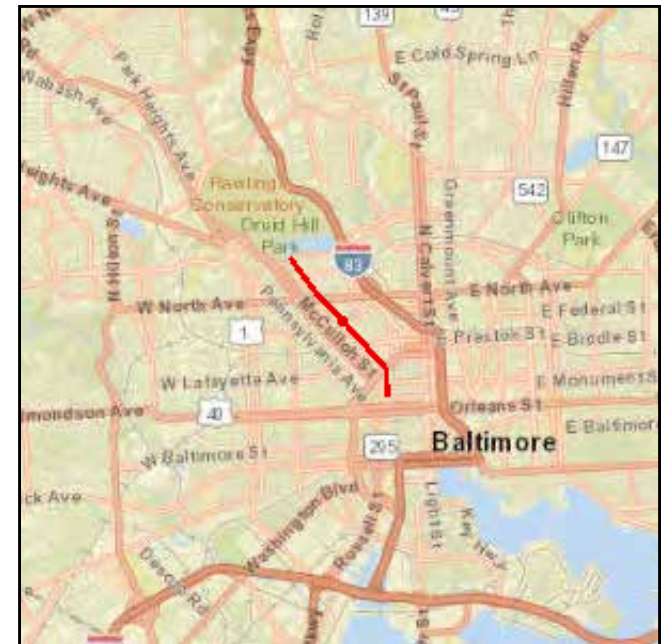
**Description:**

The Eutaw Place Bike Facility involves installing an on-street cycle track and/or buffered bike lanes on Eutaw Place between Druid Hill Avenue and Druid Park Lake Drive. The facility will be one-way on both sides of the street.

Engineering was funded prior to FY 2021 with Baltimore City funds.

**Justification:**

The Eutaw Place Bike Facility adds a protected bike connection between Druid Hill Park and the Downtown Bike Network. The bike facility was identified in the Baltimore City Bike Master Plan.



**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.



### Eutaw Place Bike Facility

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$186	\$44	\$0	\$0	\$0	\$0	\$230
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>

### Wolfe/Washington Street Bike Facility

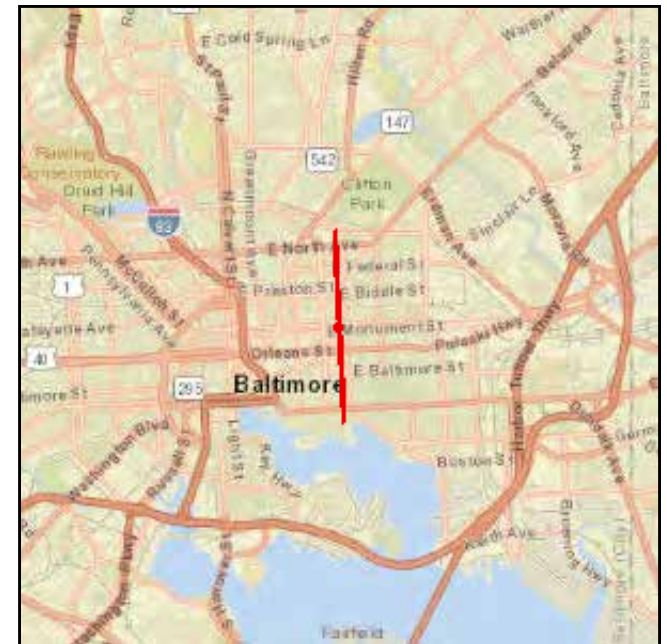
<b>TIP ID</b>	12-2104-03	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2.2 miles
<b>CIP or CTP ID(s)</b>	508-131	<b>Est. Total Cost</b>	\$400,000

**Description:**

The Wolfe/Washington Street bike facility will be a protected cycle track extending 2.2 miles from Sinclair Lane to Aliceanna Street. The facility will be on Wolfe Street or Washington Street depending on the results of a planning study currently being conducted.

**Justification:**

The bike facility is part of the Baltimore City Bike Master Plan and creates a critical north/south connection in East Baltimore.



**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.



### Wolfe/Washington Street Bike Facility

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$240	\$60	\$0	\$0	\$300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$80	\$20	\$0	\$0	\$0	\$0	\$100
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$20</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$20</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

### Perring Parkway Ramp and Hillen Road Bridge

<b>TIP ID</b>	12-1215-13	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	506-760	<b>Est. Total Cost</b>	\$11,070,000

**Description:**

This project includes replacement of the Perring Parkway ramp over Herring Run and the Hillen Road bridge over Herring Run.

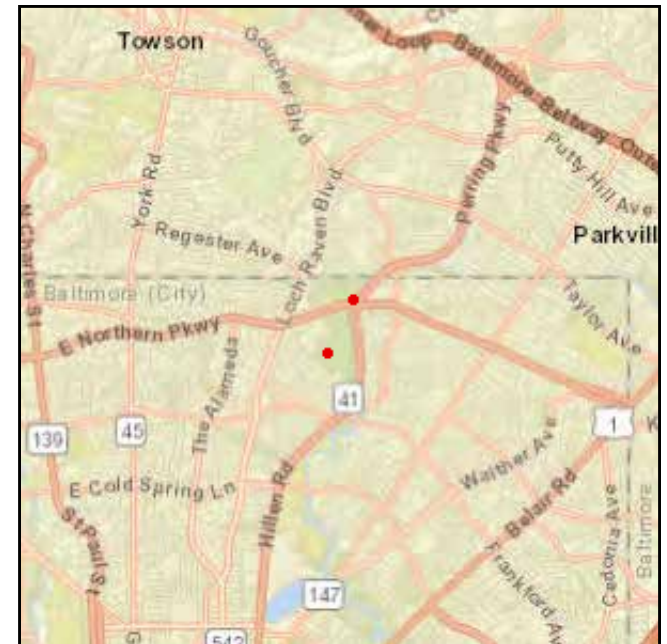
Engineering for this project was originally authorized in FY 2016.

**Justification:**

These deteriorated bridges require replacement to maintain the safety and function of the roadway network. The existing bridges are in poor condition with sufficiency ratings 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).





**2021 - 2024 Transportation Improvement Program**

**Perring Parkway Ramp and Hillen Road Bridge**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$8,000	\$2,000	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

### Sisson Street Bridge over CSX Railroad

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

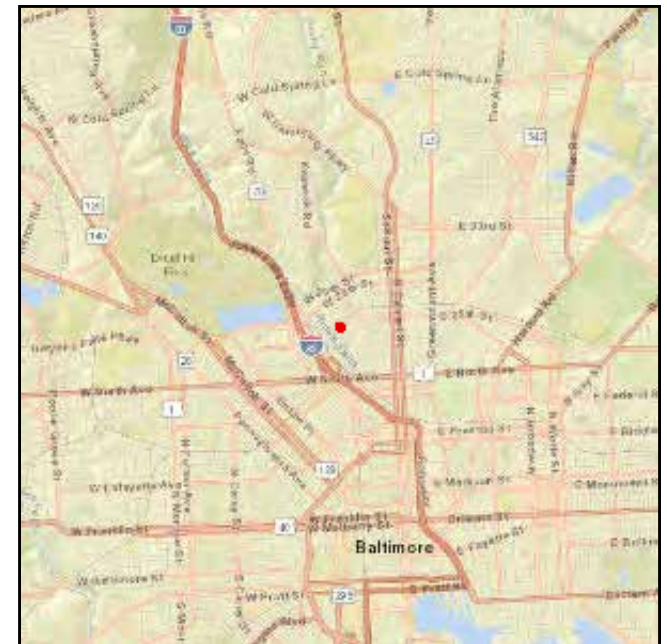
Engineering funds for this project were authorized in FY 2019.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>
<b>Total</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>



**Wilkins Avenue Bridge Over Gwynns Falls**

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

**Description:**

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

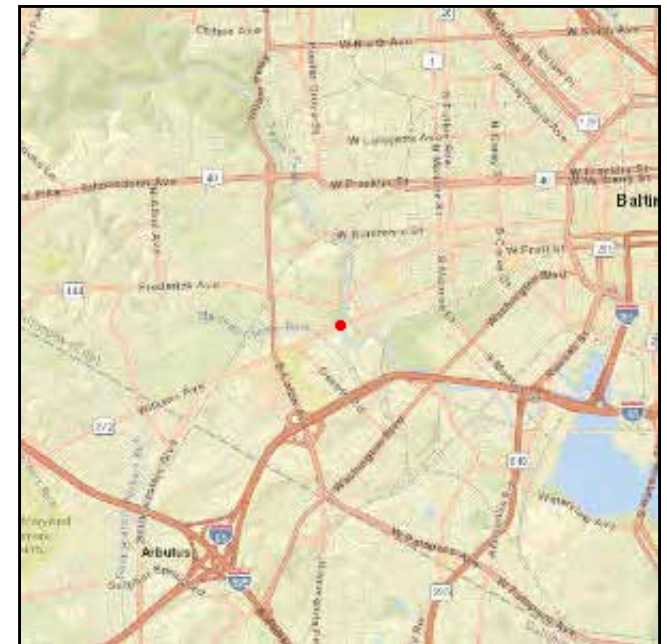
Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

**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.





### 2021 - 2024 Transportation Improvement Program

## Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$11,040</b>	<b>\$2,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,800</b>
<b>Total</b>	<b>\$11,040</b>	<b>\$2,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,800</b>

**Belair Road Complete Streets**

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

**Description:**

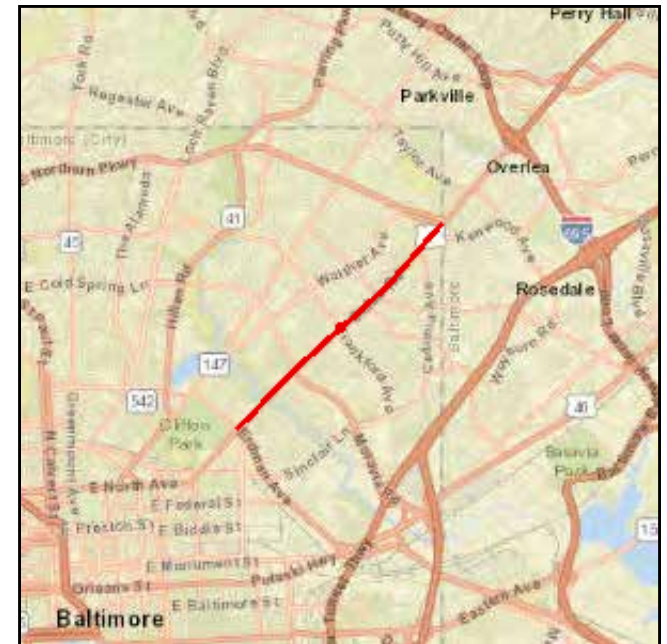
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2021 engineering and FY 2023 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. FY 2022 engineering funds are for Phase III, which includes the intersection of Belair Road and Fleetwood Avenue. Phase III is anticipated to be funded for construction in FY 2025. Phase I, which includes the intersection of Belair Road and Frankford Avenue, is under construction and anticipated to be complete in February 2021.

**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





2021 - 2024 Transportation Improvement Program

**Belair Road Complete Streets**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$6,080	\$1,520	\$0	\$0	\$7,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$280	\$70	\$480	\$120	\$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
<b>Subtotal</b>	<b>\$280</b>	<b>\$70</b>	<b>\$480</b>	<b>\$120</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,550</b>
<b>Total</b>	<b>\$280</b>	<b>\$70</b>	<b>\$480</b>	<b>\$120</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,550</b>

### Orleans Street Bridge over I-83 and City Streets

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes, 1728 feet
<b>CIP or CTP ID(s)</b>	506-006	<b>Est. Total Cost</b>	\$8,000,000

**Description:**

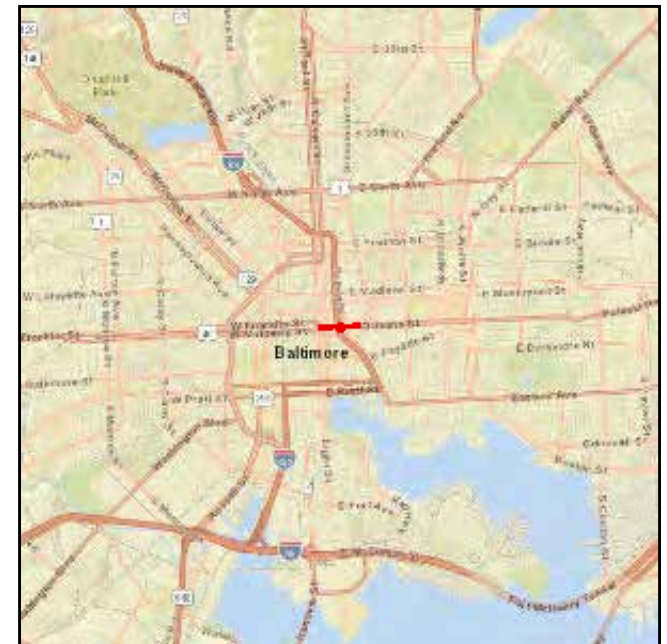
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place.

**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 settlement of the riding surface. The existing bridge is in fair condition with a sufficiency rating of 63.5

**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).





Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$512	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$640
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>
<b>Total</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>

### Remington Avenue Bridge over Stony Run

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

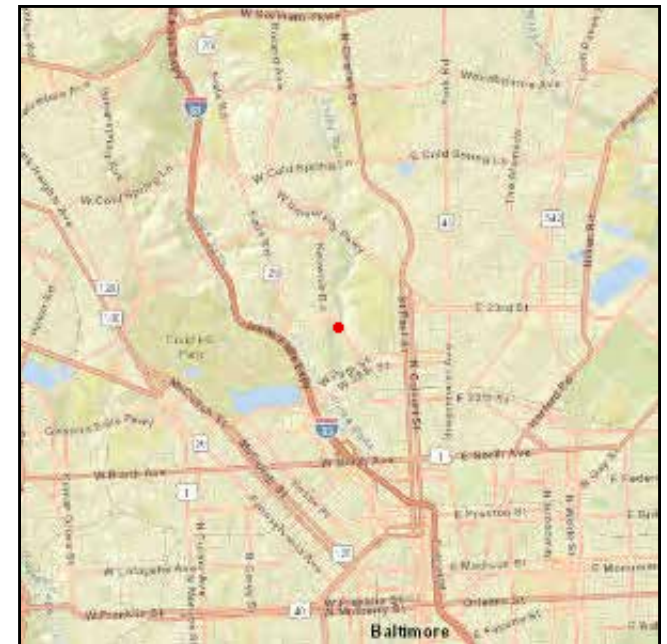
Engineering for this project was authorized in FY 2016.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$7,200	\$1,800	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>



## Radecke Avenue and Sinclair Lane over Moores Run

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

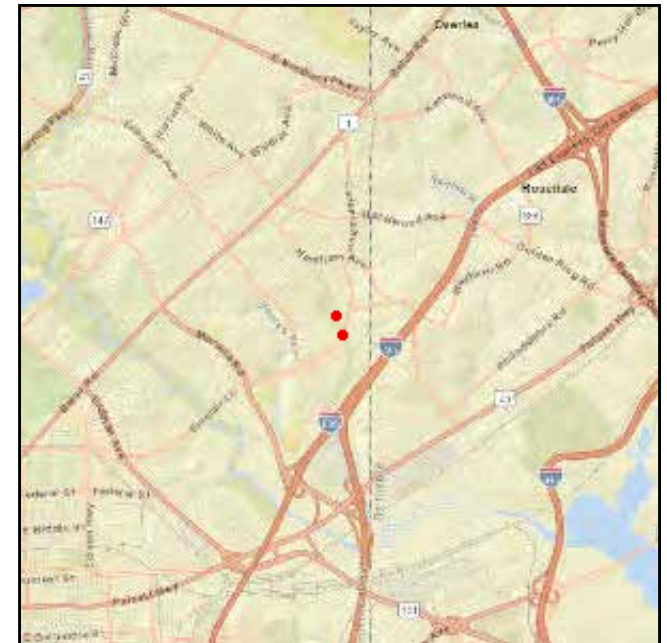
The project scope has expanded to include rehabilitation of the Sinclair Lane bridge over Moores Run. The existing beams and deck will be removed and replaced. The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2024. This will result in less 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$6,000
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	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$6,500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$6,500</b>

**I-83 Concrete Deck Mill and Resurface**

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





**I-83 Concrete Deck Mill and Resurface**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$10,720	\$2,680	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$13,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$13,400</b>

### Moravia Road Ramp Bridge over Pulaski Highway

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

**Description:**

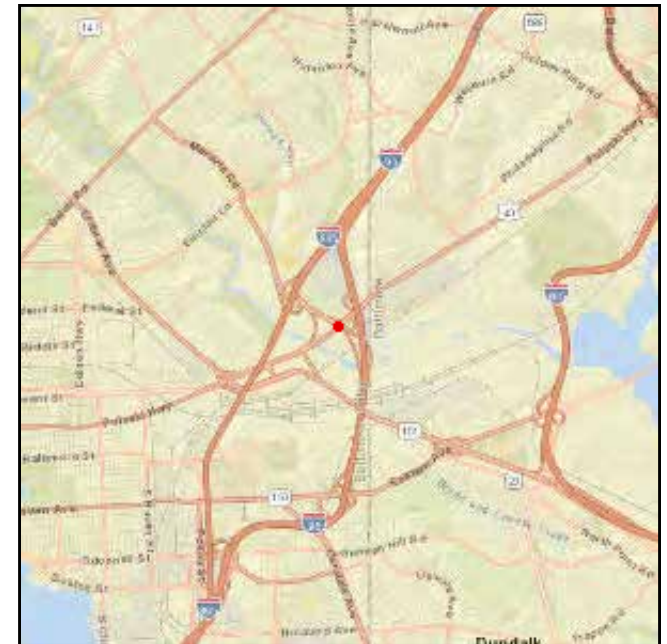
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

**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).





**Moravia Road Ramp Bridge over Pulaski Highway**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$960	\$240	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>

### MLK Boulevard and Howard Street Intersection Improvements

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

**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.

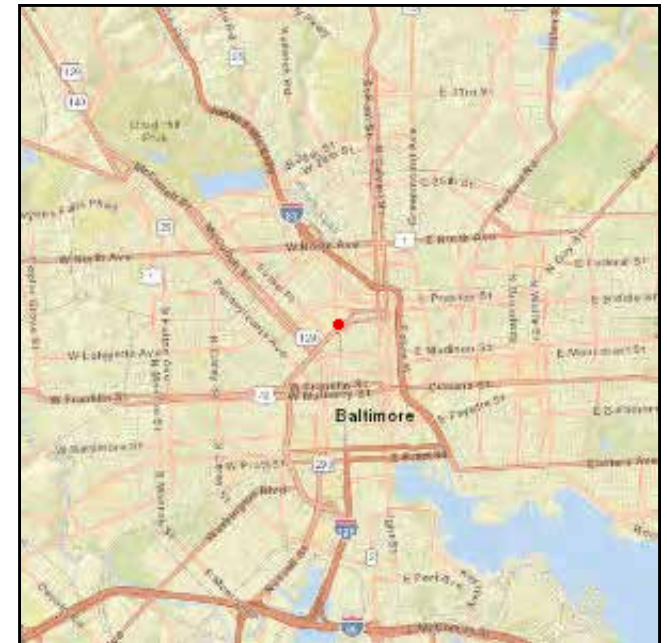
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,400	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$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
<b>Subtotal</b>	<b>\$4,560</b>	<b>\$1,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,700</b>
<b>Total</b>	<b>\$4,560</b>	<b>\$1,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,700</b>



### 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

<b>TIP ID</b>	12-2001-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 2,050 ft
<b>CIP or CTP ID(s)</b>	508-044	<b>Est. Total Cost</b>	\$9,500,000

**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.

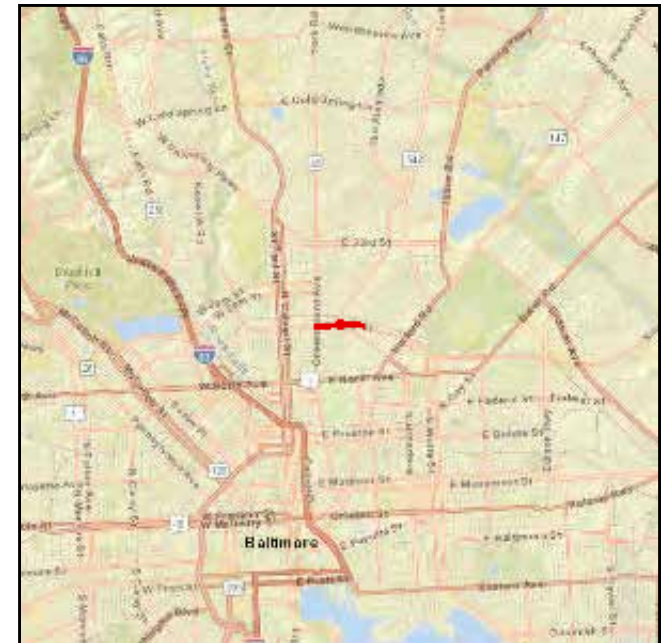
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>

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

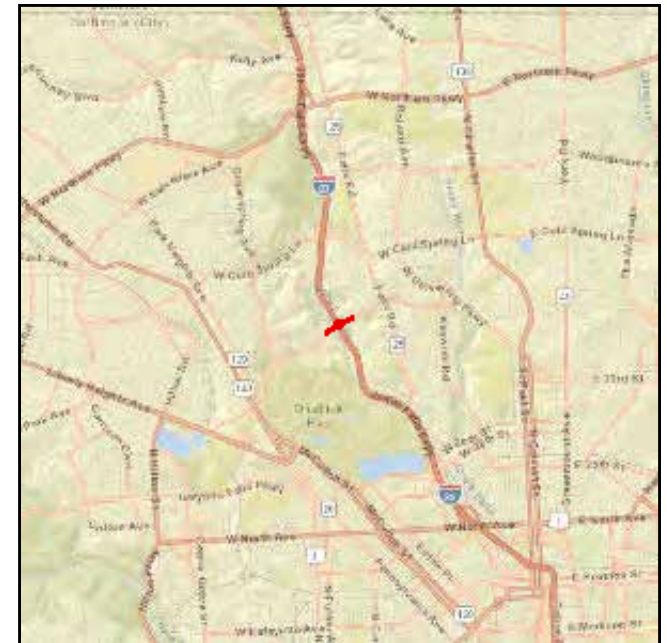
<b>TIP ID</b>	12-2002-13	<b>Year of Operation</b>	2030
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 1,238 ft
<b>CIP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



**2021 - 2024 Transportation Improvement Program**

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

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Citywide Asset Management

<b>TIP ID</b>	12-2003-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	527-044	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

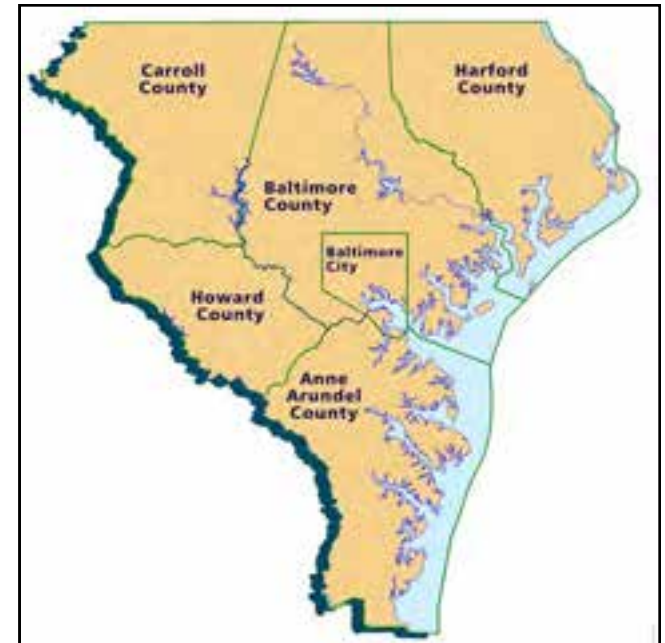
This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$800	\$200	\$2,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$2,000</b>

### Brehms Lane over Herring Run

<b>TIP ID</b>	12-2005-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 92 ft
<b>CIP or CTP ID(s)</b>	506-011	<b>Est. Total Cost</b>	\$5,000,000

**Description:**

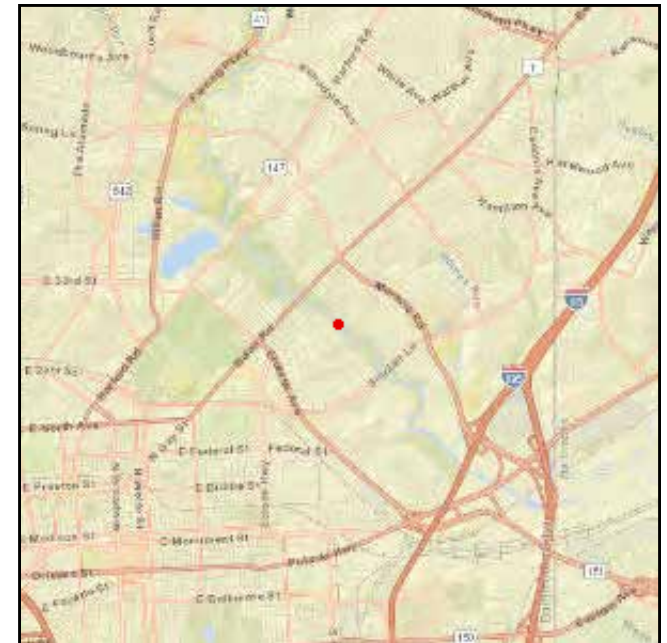
The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 46.3.

**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.





### Brehms Lane over Herring Run

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>



### Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

<b>TIP ID</b>	12-2007-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 2500 ft
<b>CIP or CTP ID(s)</b>	508-051	<b>Est. Total Cost</b>	\$7,500,000

**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 through NEPA approval were authorized in FY 2020. FY 2021 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 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>

### Hanover Street Over CSX

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

**Description:**

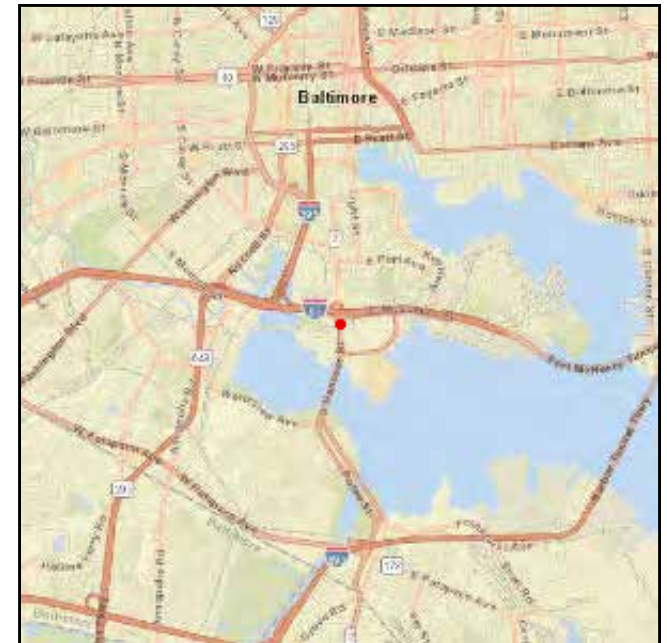
The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$735	\$185	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>

### Howard Street over I-83, CSX, Amtrak, and Jones Falls

<b>TIP ID</b>	12-2009-13	<b>Year of Operation</b>	2030
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	5 to 5 lanes, 979 ft
<b>CIP or CTP ID(s)</b>	506-009	<b>Est. Total Cost</b>	\$49,450,000

**Description:**

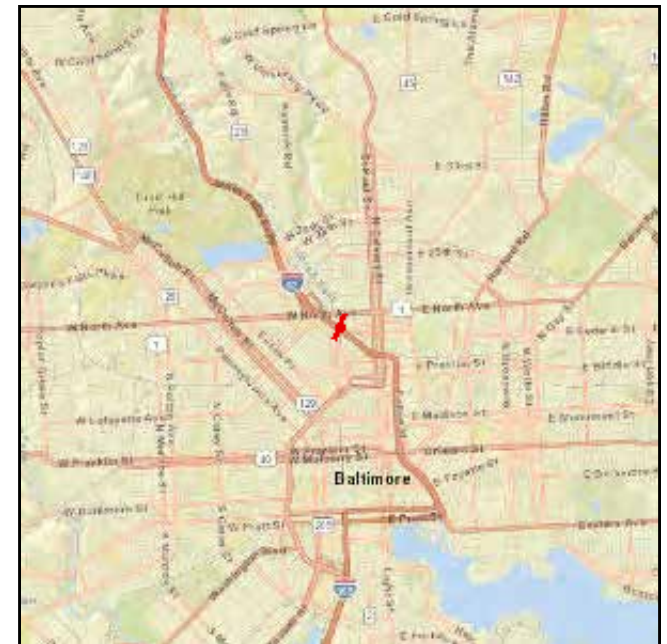
The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially 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 rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 44.6.

**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.





### Howard Street over I-83, CSX, Amtrak, and Jones Falls

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Madison Street Rehabilitation from North Milton Avenue to Edison Highway

<b>TIP ID</b>	12-2010-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 2700 ft
<b>CIP or CTP ID(s)</b>	508-053	<b>Est. Total Cost</b>	\$8,000,000

**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.

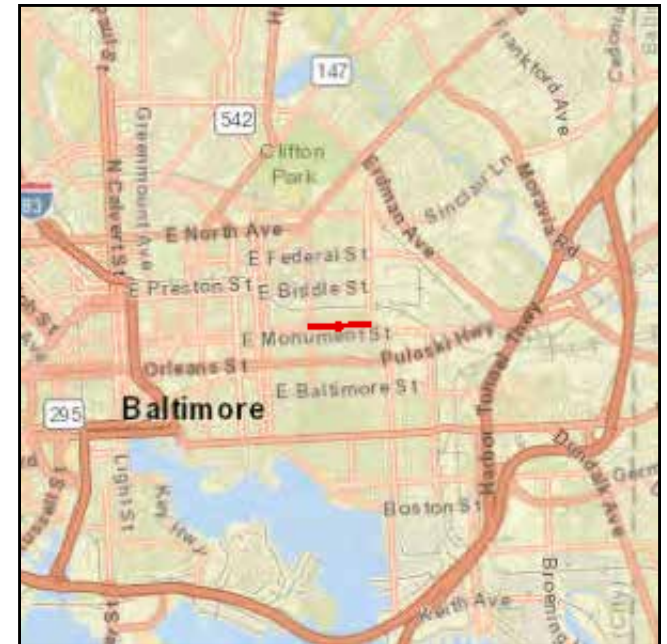
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,200	\$1,300	\$0	\$0	\$6,500
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
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,900</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,900</b>



### Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

<b>TIP ID</b>	12-2011-11	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 4100 ft
<b>CIP or CTP ID(s)</b>	508-046	<b>Est. Total Cost</b>	\$15,000,000

**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. Construction funds are proposed for this project in FY 2026, beyond the timeframe covered by this TIP.

Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

## Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

<b>TIP ID</b>	12-2012-11	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 4 lanes, 5075 ft
<b>CIP or CTP ID(s)</b>	508-072	<b>Est. Total Cost</b>	\$15,100,000

### 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. Construction funds are proposed for this project in FY 2026, beyond the timeframe covered by this TIP. A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue.

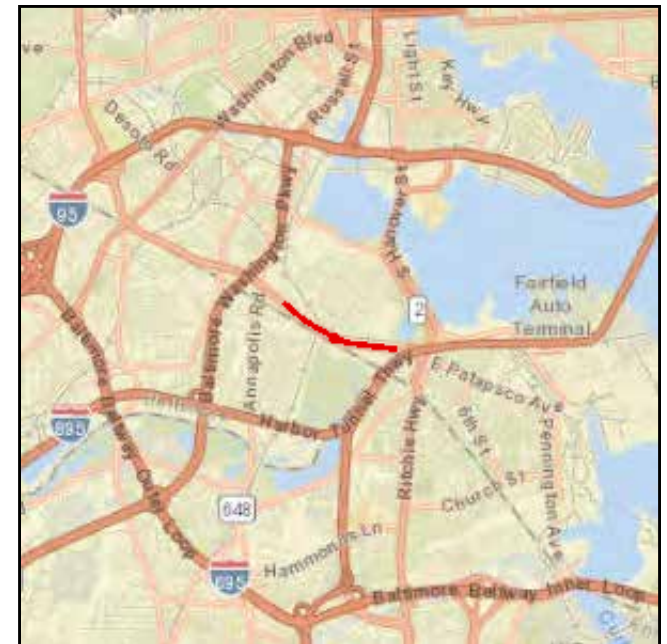
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

### 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 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.





2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>
<b>Total</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>

### Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

<b>TIP ID</b>	12-2013-11	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 3500 ft
<b>CIP or CTP ID(s)</b>	508-056	<b>Est. Total Cost</b>	\$10,400,000

**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.

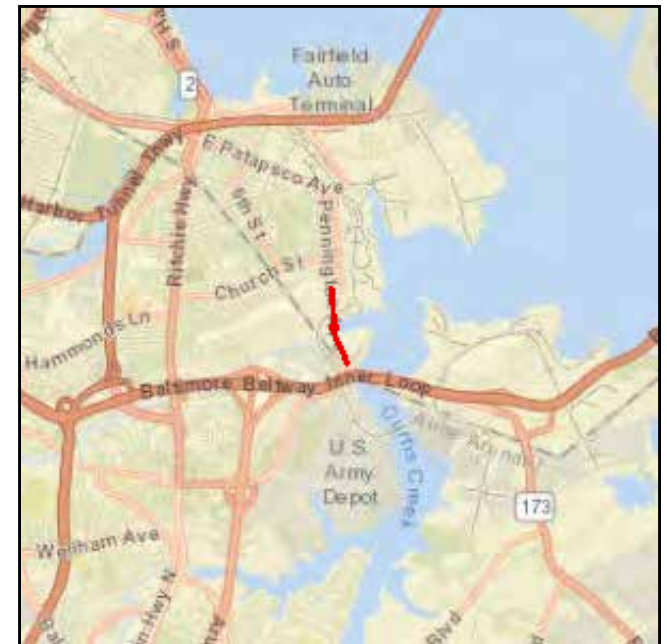
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$7,520	\$1,880	\$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
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$9,650</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$9,650</b>

### Waterview Avenue over Ramp to 295

<b>TIP ID</b>	12-2015-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 75 ft
<b>CIP or CTP ID(s)</b>	506-007	<b>Est. Total Cost</b>	\$6,000,000

**Description:**

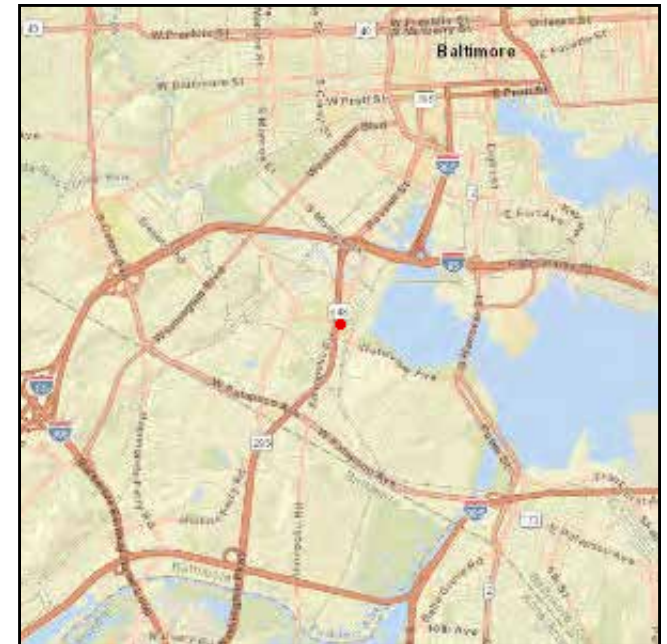
The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 53.2.

**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.





**Waterview Avenue over Ramp to 295**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$384	\$96	\$0	\$0	\$0	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>
<b>Total</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>



### Harford Road Bridge Over CSX

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

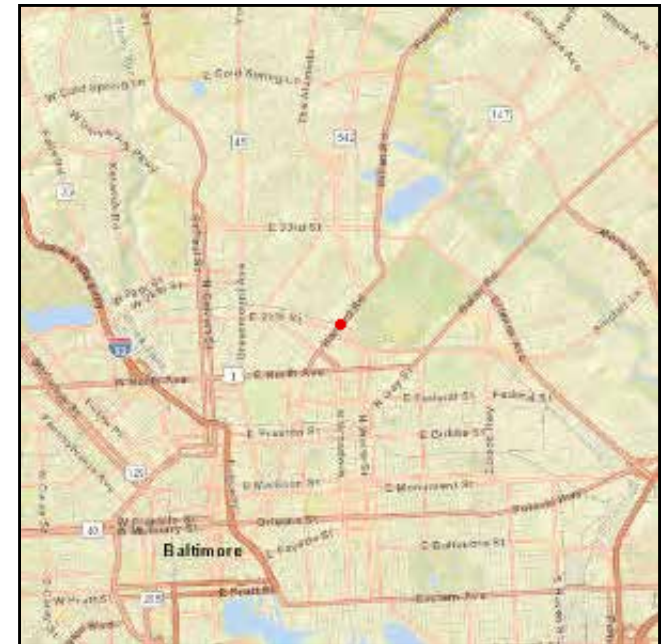
Engineering funds and matching funds for construction are being provided by CSX. Engineering funds were authorized in FY 2019.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,000	\$3,500	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>

### Capital Project Delivery Services

<b>TIP ID</b>	12-1901-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	508-378	<b>Est. Total Cost</b>	\$2,595,000

**Description:**

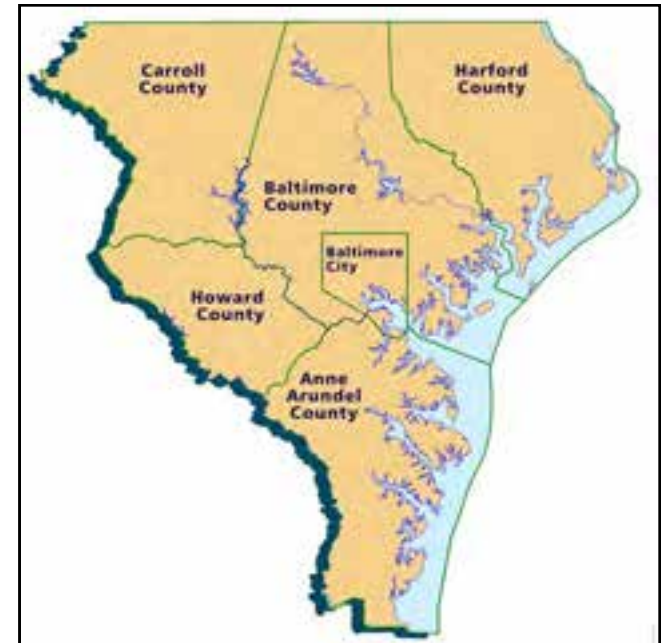
The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of capital federal-aid roadway projects. This program was initiated in FY 2019.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,176	\$294	\$200	\$50	\$200	\$50	\$500	\$125	\$2,595
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
<b>Subtotal</b>	<b>\$1,176</b>	<b>\$294</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$500</b>	<b>\$125</b>	<b>\$2,595</b>
<b>Total</b>	<b>\$1,176</b>	<b>\$294</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$500</b>	<b>\$125</b>	<b>\$2,595</b>

### Citywide Transportation Studies

<b>TIP ID</b>	12-2014-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	527-047	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

This project is to 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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$800	\$200	\$800	\$200	\$0	\$0	\$0	\$0	\$2,000
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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>

### Dogwood Road Bridge No. B-0072 Over Dogwood Run

<b>TIP ID</b>	13-0001-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P230	<b>Est. Total Cost</b>	\$3,225,000

**Description:**

This project includes replacement of the existing bridge. The new structure will have one 3 foot shoulder and one 6 foot shoulder.

Engineering funds were included in FY 2013.

**Justification:**

The National Bridge Inspection Program recommends replacement due to extensive concrete contamination. This project is consistent with federal, state and local bridge replacement policies.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>



**Mohrs Lane Bridge No. B-0143 over CSX Railroad**

<b>TIP ID</b>	13-0803-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	205P376	<b>Est. Total Cost</b>	\$12,600,000

**Description:**

This project includes replacement of the existing bridge to include sidewalks and wider lanes as well as the approaches necessary to accommodate the future Campbell Boulevard. The new structure will have 8 foot shoulders on both sides.

Engineering funds were included in FY 2013.

**Justification:**

This replacement project will enhance transportation facilities, improve safety, and provide access for goods movement.



**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$12,000
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>

### Gunpowder Road Bridge No. B-0409

<b>TIP ID</b>	13-1005-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	207P002	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

This project includes replacement of the existing bridge. The new bridge will have minimum 2 foot wide shoulders on both sides. Lanes, shoulders and sidewalks will be evaluated during preliminary design.

**Justification:**

This replacement project will enhance transportation facilities, improve safety, and provide access for goods movement.

**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).





### Gunpowder Road Bridge No. B-0409

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

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

<b>TIP ID</b>	13-1012-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P280	<b>Est. Total Cost</b>	\$5,500,000

**Description:**

This project includes deck replacement and rehabilitation of Bridge No. B-100 on Hammonds Ferry Road over CSX railroad. The existing bridge has two 5 foot wide sidewalks and two 6 foot striped shoulders. The new structure will have sidewalks and shoulders of the same width.

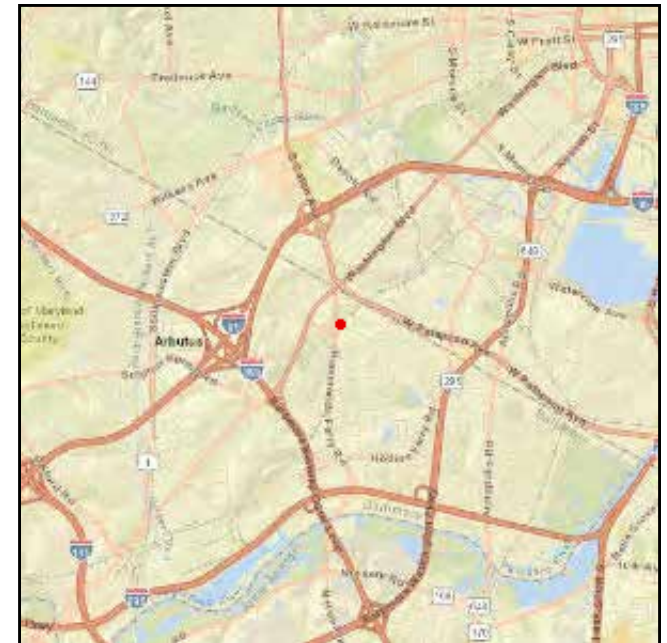
Engineering funds were included in FY 2013.

**Justification:**

The bridge has deteriorated and is in need of rehabilitation.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,944	\$986	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,944</b>	<b>\$986</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,930</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,944</b>	<b>\$986</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,930</b>

### Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

<b>TIP ID</b>	13-1105-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>	207P279	<b>Est. Total Cost</b>	\$3,300,000

**Description:**

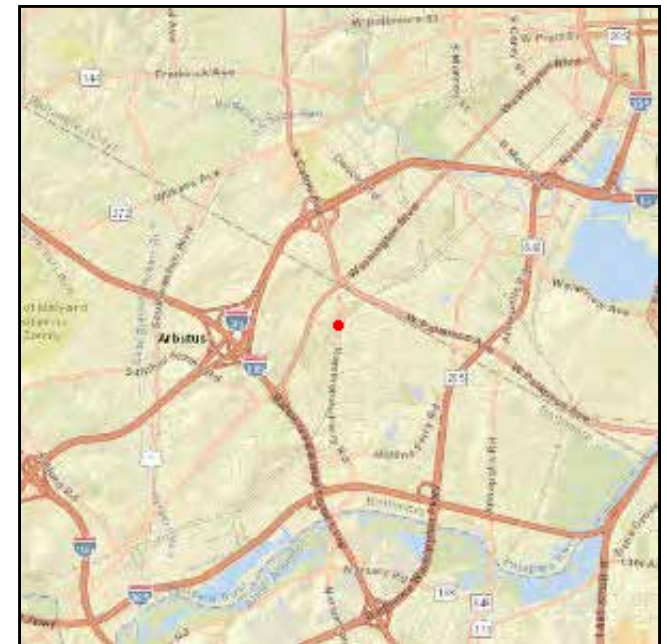
This project includes rehabilitation of the steel girder bridge carrying Lansdowne Boulevard over CSX railroad tracks. The current structure has two lanes of traffic each way and two 5 foot sidewalks. The project is still in planning, but any proposed structure will maintain the existing cross section.

**Justification:**

This structurally deficient bridge is deteriorated and is in need of major rehabilitation. A superstructure replacement is anticipated for 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).
- 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>



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

<b>TIP ID</b>	13-1107-13	<b>Year of Operation</b>	2031
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P237	<b>Est. Total Cost</b>	\$4,100,000

**Description:**

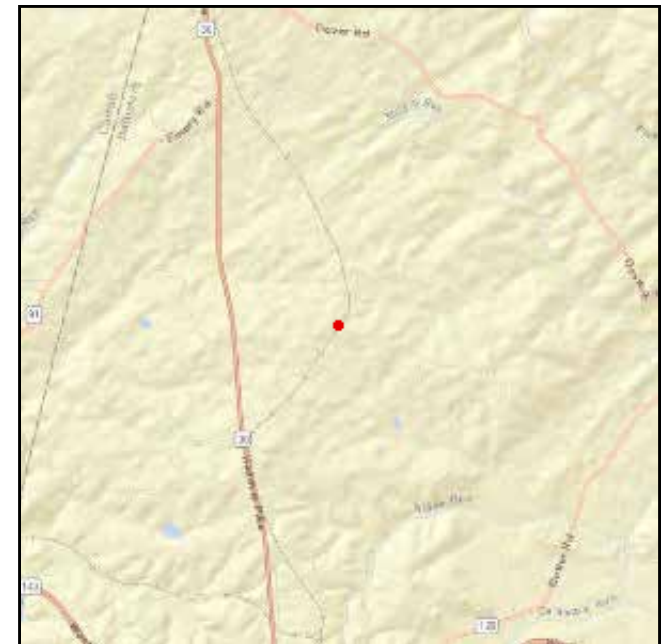
This project will replace the existing 44' long, 16' wide timber bridge carrying a single lane of traffic over CSX railroad tracks. There are no sidewalks on the approaches, but the need for sidewalks will be evaluated during preliminary design.

**Justification:**

The bridge is classified as structurally deficient and is load restricted. The current structure is in need of total replacement. The bridge is currently owned and maintained by CSX with bridge inspection conducted by Baltimore County. Bridge ownership will be transferred from CSX to Baltimore County before engineering begins.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$600</b>

### Peninsula Expressway Bridge No. B-0119 over CSX Railroad

<b>TIP ID</b>	13-1108-13	<b>Year of Operation</b>	2029
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	207P278	<b>Est. Total Cost</b>	\$8,400,000

**Description:**

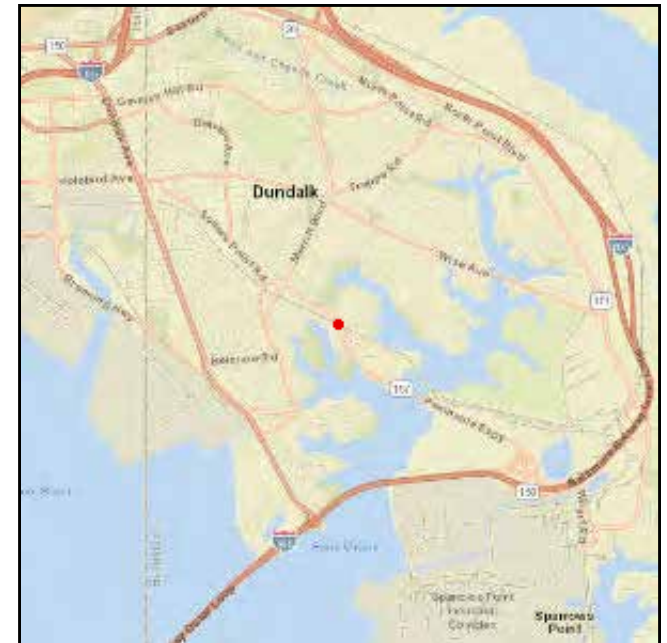
This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures have 3 foot wide shoulders on both sides. The need for sidewalks will be evaluated during preliminary design.

**Justification:**

The dual steel girder bridges are classified as structurally deficient and are in need of either major rehabilitation or 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).





Peninsula Expressway Bridge No. B-0119 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$800	\$200	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,000</b>

### Old Ingleside Avenue Bridge No. B-0096 over Dead Run

<b>TIP ID</b>	13-1202-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P002	<b>Est. Total Cost</b>	\$2,600,000

**Description:**

This project includes rehabilitation or replacement of the bridge carrying Old Ingleside Avenue over Dead Run. The existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement. The proposed bridge will have at least one 5 foot wide sidewalk along the north side of the deck. Exact lane and sidewalk widths will be determined during preliminary design.

**Justification:**

The structure is deteriorated and has a Bridge Sufficiency Rating of 18.6%. The Structural Inventory and Assessment Items No. 67 (structural evaluation) & 68 (deck geometry) equal 2 and the bridge is classified as structurally deficient. A rating of 2 for these items equates to "basically intolerable requiring high priority of 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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





**Old Ingleside Avenue Bridge No. B-0096 over Dead Run**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$480	\$120	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

### Sparks Road Bridge No. B-0018 over Gunpowder Falls

<b>TIP ID</b>	13-1206-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P002	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40</b>	<b>\$10</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40</b>	<b>\$10</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>



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

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

The existing bridge is deteriorated and is classified as structurally deficient. The bridge sufficiency rating is 26.2%, with the superstructure 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).





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

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$480	\$120	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

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

<b>TIP ID</b>	13-1209-13	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>	207P002	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

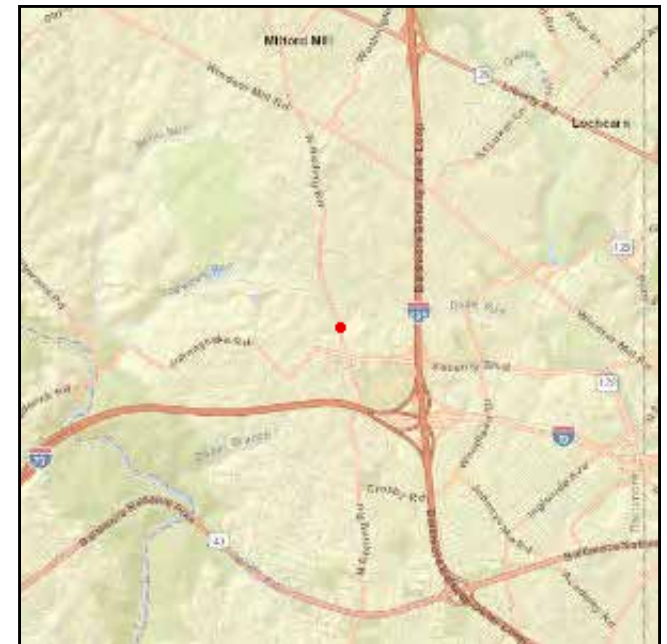
This project includes replacement of the bridge carrying Rolling Road over a branch of Dead Run. The proposed structure will have 5 foot wide sidewalks along both sides of the road and tie into the existing conditions.

**Justification:**

The existing concrete box culvert is deteriorated and in poor condition, with a bridge sufficiency rating of 14.3%.

**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.





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$500</b>

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

<b>TIP ID</b>	13-1701-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	207P279	<b>Est. Total Cost</b>	\$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.

**Justification:**

The bridge is in poor condition with a Bridge Sufficiency Rating of 44.4%, NBIS substructure rating of 4 (poor), and is classified as structurally deficient.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

### Bridge Inspection Program

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

**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 inspection of all bridges over 20 feet every two years. The county also inspects all bridges under 20 feet every two years. Certain critical bridges and the investigation of scour effects on bridges are included in this 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).
- 9. Promote Informed Decision Making





### Bridge Inspection Program

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$2,900	\$0	\$0	\$0	\$3,100	\$0	\$0	\$0	\$6,000
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
<b>Subtotal</b>	<b>\$2,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>
<b>Total</b>	<b>\$2,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>



### Shepherds Mill Road Bridge over Little Pipe Creek

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

**Description:**

This project includes replacement of the existing 3-span bridge with a new structure, including piers and abutments. The new structure will consist of two 12' travel lanes with 2' 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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,993	\$748	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,993</b>	<b>\$748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,741</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,993</b>	<b>\$748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,741</b>

### Stone Chapel Road Bridge over Little Pipe Creek

<b>TIP ID</b>	14-1103-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$922,000

**Description:**

This project includes rehabilitation 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.

Engineering funds were approved in FY 2020.

**Justification:**

The rehabilitation of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the county's infrastructure. The new structure will address 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).





Stone Chapel Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$516	\$129	\$0	\$0	\$645
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$516</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$645</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$516</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$645</b>

### Babylon Road Bridge over Silver Run

<b>TIP ID</b>	14-1601-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,010,000

**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' travel lanes with 2' shoulders on each side of the road.

Engineering funds totaling \$280,000 were approved in FY 2016 and FY2018.

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. This project will enhance the safety of the county's infrastructure. The new structure will address 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).





### Babylon Road Bridge over Silver Run

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$584	\$146	\$0	\$0	\$730
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$584</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$730</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$584</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$730</b>

### Gaither Road Bridge over South Branch Patapsco River

<b>TIP ID</b>	14-1602-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,272,000

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,598	\$399	\$0	\$0	\$0	\$0	\$1,997
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$220	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$275
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$220</b>	<b>\$55</b>	<b>\$1,598</b>	<b>\$399</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,272</b>
<b>Total</b>	<b>\$220</b>	<b>\$55</b>	<b>\$1,598</b>	<b>\$399</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,272</b>



### McKinstry's Mill Road Bridge over Sam's Creek

<b>TIP ID</b>	14-1603-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,147,000

**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.

Engineering funds were approved in FY 2020.

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. This project will enhance the safety of the county's infrastructure. The new structure will address 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).





**McKinstry's Mill Road Bridge over Sam's Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$694	\$173	\$0	\$0	\$867
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$694</b>	<b>\$173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$867</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$694</b>	<b>\$173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$867</b>

### Hughes Shop Road Bridge over Bear Branch

<b>TIP ID</b>	14-1802-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,697,000

**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.

Engineering funds were approved in FY 2020.

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,128	\$282	\$0	\$0	\$1,410
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,128</b>	<b>\$282</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,410</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,128</b>	<b>\$282</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,410</b>

### Old Kays Mill Road Culvert over Beaver Run

<b>TIP ID</b>	14-2101-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,566,000

**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 overall condition is fair. 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$216	\$54	\$270
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$216</b>	<b>\$54</b>	<b>\$270</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$216</b>	<b>\$54</b>	<b>\$270</b>

### Brown Road Culvert over Roaring Run

<b>TIP ID</b>	14-2102-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,709,000

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$216	\$54	\$270
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$216</b>	<b>\$54</b>	<b>\$270</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$216</b>	<b>\$54</b>	<b>\$270</b>



### McKinstry's Mill Road over Little Pipe Creek

<b>TIP ID</b>	14-2103-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,996,000

**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).





McKinstry's Mill Road over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$200	\$50	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$50</b>	<b>\$250</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$50</b>	<b>\$250</b>

### Bridge Inspection Program

<b>TIP ID</b>	14-9401-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,040,000

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$510	\$0	\$0	\$0	\$530	\$0	\$1,040
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530</b>	<b>\$0</b>	<b>\$1,040</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530</b>	<b>\$0</b>	<b>\$1,040</b>

### Abingdon Road Bridge #169 over CSX Railroad

<b>TIP ID</b>	15-1001-13	<b>Year of Operation</b>	2022
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H104501	<b>Est. Total Cost</b>	\$4,480,000

**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.

Engineering funds were included in a previous TIP.

**Justification:**

Replacement is necessary due to the bridge's multiple deficiencies that include substandard railings and curbs, a deteriorating deck and deteriorating beams.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,200	\$550	\$0	\$0	\$0	\$0	\$2,750
OTH	\$0	\$0	\$120	\$30	\$0	\$0	\$0	\$0	\$150
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>

### Stafford Road Bridge #24 over Deer Creek

<b>TIP ID</b>	15-1501-13	<b>Year of Operation</b>	2022
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H154502	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$2,200</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>
<b>Total</b>	<b>\$2,200</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>



### Glenville Road Bridge #30 over Mill Brook

<b>TIP ID</b>	15-1601-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>	H164501	<b>Est. Total Cost</b>	\$1,735,000

**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 were included in a previous TIP.

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,040	\$260	\$0	\$0	\$1,300
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	\$25	\$0	\$0	\$0	\$0	\$25
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,325</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,325</b>

### Grier Nursery Road Bridge #43 over Deer Creek

<b>TIP ID</b>	15-2001-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H204520	<b>Est. Total Cost</b>	\$2,425,000

**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 were included in FY 2020.

**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).





**Grier Nursery Road Bridge #43 over Deer Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440	\$360	\$1,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$20	\$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	\$25	\$0	\$0	\$0	\$0	\$25
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$1,925</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$1,925</b>

### Hookers Mill Road Bridge #13 over Bynum Run

<b>TIP ID</b>	15-2002-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H204521	<b>Est. Total Cost</b>	\$3,180,000

**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 with a sidewalk on one side.

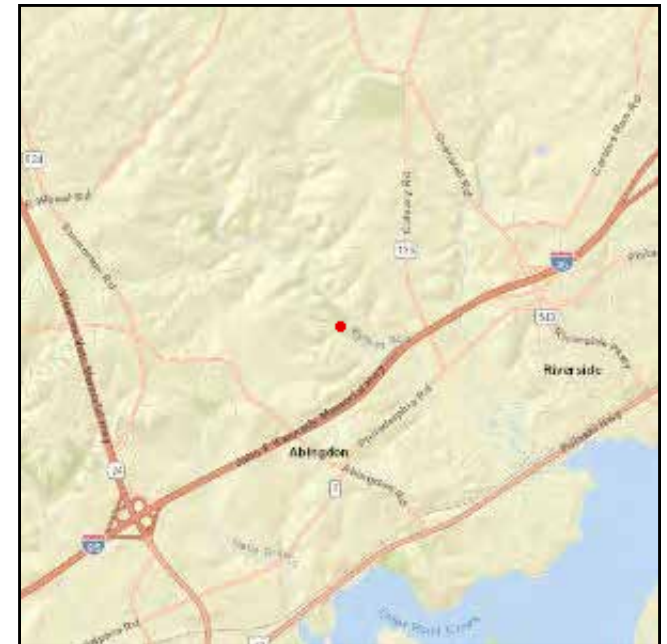
Engineering funds were included in FY 2020.

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$2,000	\$500	\$0	\$0	\$2,500
OTH	\$0	\$0	\$0	\$0	\$120	\$30	\$0	\$0	\$150
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$30	\$0	\$0	\$0	\$0	\$30
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,680</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,680</b>

### Madonna Road Bridge #113 over Deer Creek

<b>TIP ID</b>	15-2101-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$3,200,000

**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).

**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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$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
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$3,200</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$3,200</b>



### St. Clair Bridge Road Bridge #100 over Deer Creek

<b>TIP ID</b>	15-2102-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$500,000

**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 estimated total cost includes only the cost of engineering. It will be updated once the scope of work for construction has been fully defined.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$500</b>

### Stafford Road Bridge #162 over Buck Branch

<b>TIP ID</b>	15-2103-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$400,000

**Description:**

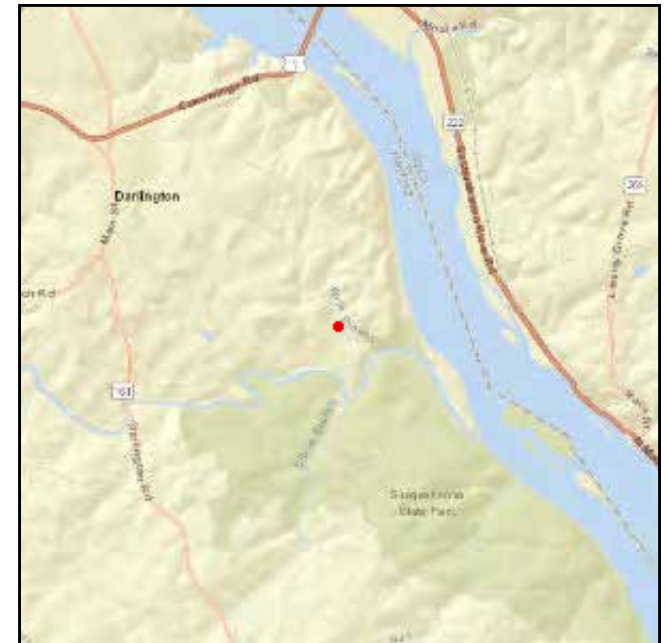
This project includes replacement of the deck of the bridge carrying Stafford Road over Buck Branch. The scope of work could develop into a superstructure replacement as the superstructure is rated in fair condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The estimated total cost includes only the cost of engineering. It will be updated once the scope of work for construction has been fully defined.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$320	\$80	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

### Trappe Church Road Bridge #161 over Hollands Branch

<b>TIP ID</b>	15-2104-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$300,000

**Description:**

This project includes replacement of the superstructure of the bridge carrying Trappe Church Road over Hollands Branch. The scope of work could develop into a full bridge replacement as the substructure is rated in poor condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The estimated total cost includes only the cost of engineering. It will be updated once the scope of work for construction has been fully defined.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$240	\$60	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>

### Bridge Inspection Program

<b>TIP ID</b>	15-9411-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	H054501	<b>Est. Total Cost</b>	\$3,500,000

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$300	\$0	\$1,500	\$0	\$0	\$0	\$1,700	\$0	\$3,500
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
<b>Subtotal</b>	<b>\$300</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$3,500</b>
<b>Total</b>	<b>\$300</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$3,500</b>



**Dorsey Run Road: MD 175 to CSX Railroad Spur**

<b>TIP ID</b>	16-1403-41	<b>Year of Operation</b>	2024
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 1.1 miles
<b>CIP or CTP ID(s)</b>	J-4182	<b>Est. Total Cost</b>	\$12,200,000

**Description:**

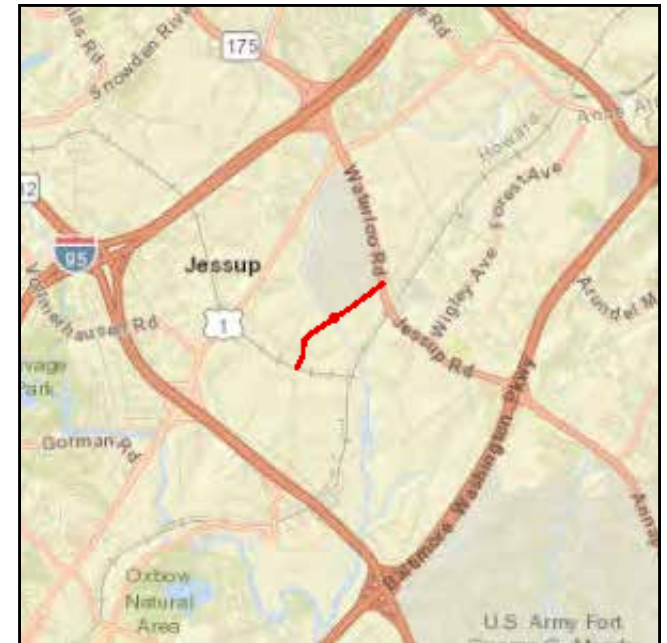
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet. The project will incorporate sidewalks, and bike facilities (paved shoulders), to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds, developer contributions, excise tax, & excise tax backed bonds).

**Justification:**

The existing road is substandard with varying width and limited capacity. Dorsey Run Road is classified in the Plan Howard 2030 as a major collector and four lanes are needed to accommodate the increasing volumes of traffic.

**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.





**2021 - 2024 Transportation Improvement Program**

**Dorsey Run Road: MD 175 to CSX Railroad Spur**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$11,785	\$0	\$0	\$11,785
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,785</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,785</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,785</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,785</b>

### Guilford Road: US 1 to Dorsey Run Road

<b>TIP ID</b>	16-1405-41	<b>Year of Operation</b>	2024
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 3 lanes; 1 mile
<b>CIP or CTP ID(s)</b>	J-4181	<b>Est. Total Cost</b>	\$16,500,000

**Description:**

This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet. The project will incorporate sidewalks to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds, developer contributions, excise tax, excise tax backed bonds).

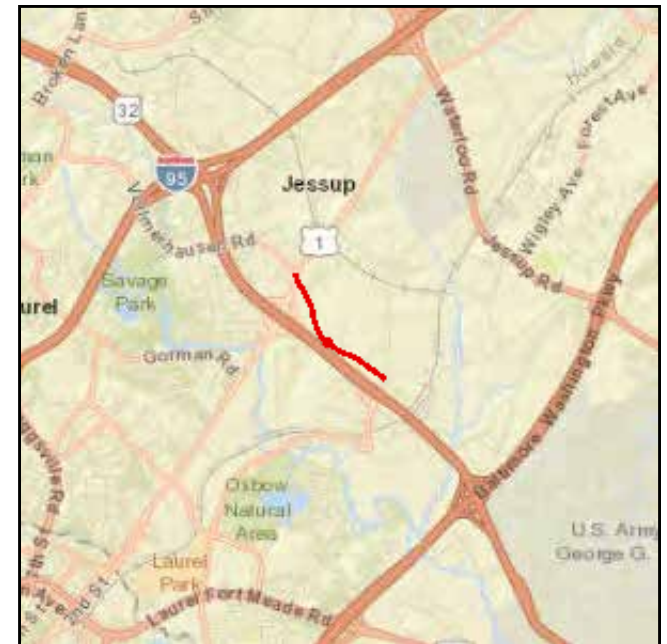
This project has been divided into phases. Phase I involves improvements at the intersection of US 1 and Guilford Road. Phase II will widen Guilford Road between Stayton Drive and Old Dorsey Run Road.

**Justification:**

The existing road is sub-standard with varying width and limited capacity. Guilford Road is classified as a major collector in the Plan Howard 2030 and three lanes are needed to accommodate the increasing volume of commercial traffic.

**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.





### Guilford Road: US 1 to Dorsey Run Road

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$12,300	\$13,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$500	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$12,300</b>	<b>\$14,300</b>
<b>Total</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$12,300</b>	<b>\$14,300</b>

### MD 175 at Oakland Mills Road Interchange

<b>TIP ID</b>	16-1407-46	<b>Year of Operation</b>	2023
<b>Agency</b>	Howard County	<b>Project Type</b>	New interchange
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	Interchange
<b>CIP or CTP ID(s)</b>	J-4237	<b>Est. Total Cost</b>	\$25,000,000

**Description:**

This project involves construction of a grade-separated bridge with ramps at MD 175/Oakland Mills Road extended. It will provide access to and from Howard County Blandair Park. The project will incorporate sidewalks and bike facilities to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds and excise tax backed bonds).

Phase I involved improvements in Blandair Park and was completed in 2018. Phase II includes the grade-separated bridge with ramps at MD 175/Oakland Mills Road and will be complete in 2023.

**Justification:**

MD 175, an 8-lane principal arterial from I-95 to US 29, has significant regional peak hour traffic. The proposed interchange with Oakland Mills Road will ensure future capacity, level of service, and acceptable operating conditions, as well as improved access to Blandair park.



**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.



**2021 - 2024 Transportation Improvement Program**

**MD 175 at Oakland Mills Road Interchange**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$10,500	\$0	\$0	\$0	\$0	\$10,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>

### Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

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

**Description:**

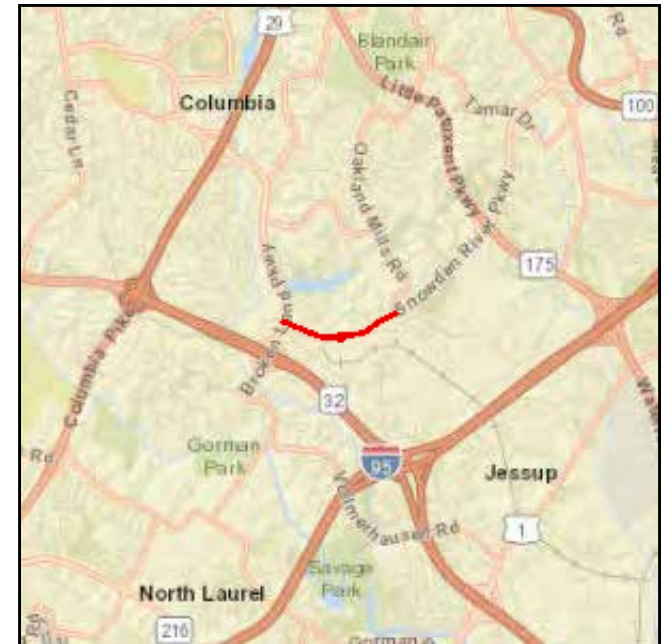
This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate shared use pathways to increase transportation alternatives to activity centers and public transit. This 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$500	\$0	\$0	\$0	\$2,500	\$0	\$2,500	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$400	\$0	\$100	\$0	\$300	\$0	\$300	\$1,100
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$200	\$0	\$200	\$0	\$50	\$0	\$50	\$500
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$2,850</b>	<b>\$0</b>	<b>\$2,850</b>	<b>\$7,100</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$2,850</b>	<b>\$0</b>	<b>\$2,850</b>	<b>\$7,100</b>



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

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

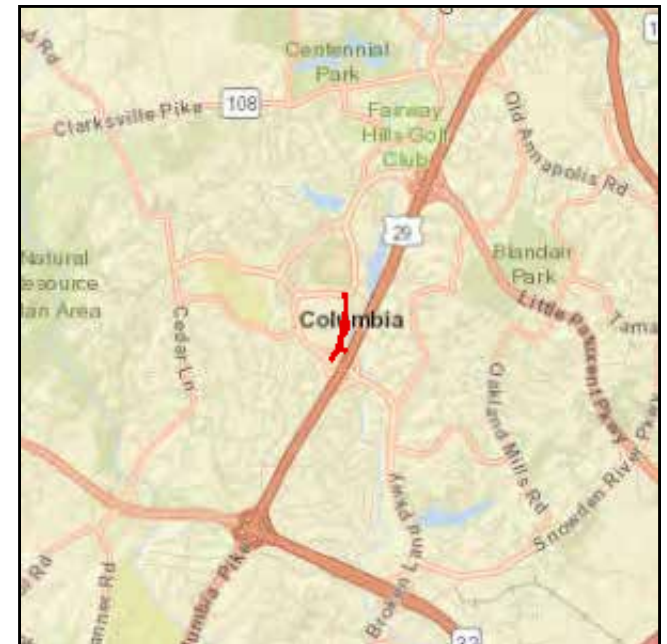
**Description:**

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$12,825	\$0	\$12,826	\$0	\$0	\$25,651
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$750</b>	<b>\$0</b>	<b>\$12,825</b>	<b>\$0</b>	<b>\$12,826</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,401</b>
<b>Total</b>	<b>\$0</b>	<b>\$750</b>	<b>\$0</b>	<b>\$12,825</b>	<b>\$0</b>	<b>\$12,826</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,401</b>

## Marriottsville Road and I-70 Bridge Improvements

<b>TIP ID</b>	16-2101-41	<b>Year of Operation</b>	2022
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1.5 miles, 2 to 4 lanes
<b>CIP or CTP ID(s)</b>	J-4205	<b>Est. Total Cost</b>	\$26,330,000

**Description:**

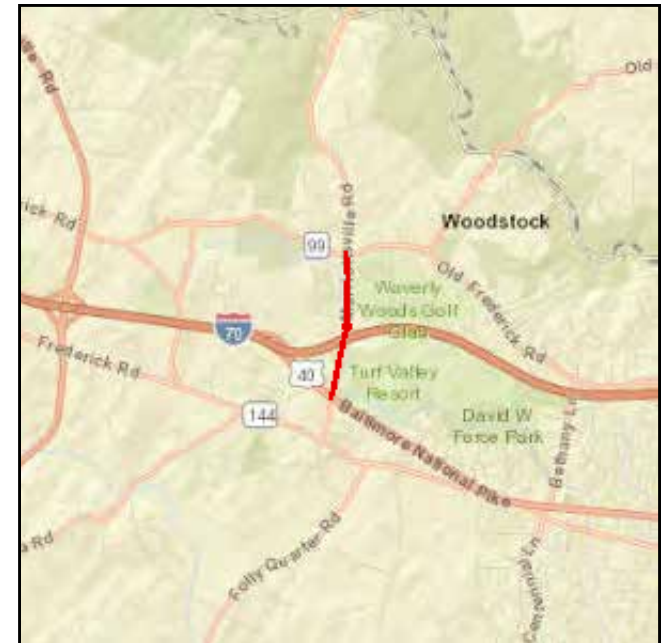
This project is to design and widen Marriottsville Road from just south of US 40 to MD 99 from two to four lanes, including replacing the existing two lane bridge on Marriottsville Road over I-70 with a four lane section. The proposed bridge will also include six feet wide bicycle lanes and ADA compliant sidewalks on both sides of the proposed bridge. The project is divided into four phases:

- \*Phase I includes the widening of Marriottsville Road from I-70 to MD 99 (complete)
- \*Phase II includes improvements to the ramp for I-70 eastbound (complete)
- \*Phase III includes the widening of Marriottsville Road from US 40 to the I-70 bridge
- \*Phase IV includes the construction of the I-70 bridge

**Justification:**

Increasing traffic and new development will necessitate the improvement of the roadway as well as the bridge.

Howard County and MDOT SHA executed an MOU for TMDL work in 2019. MDOT SHA is funding TMDL design and construction in the form of intermittent reimbursement to the county in the amounts of \$200k and \$630k, respectively. The remainder of the project is funded by Howard County.

**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.
- 4. Increase Mobility



### Marriottsville Road and I-70 Bridge Improvements

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$630	\$0	\$18,000	\$0	\$0	\$0	\$0	\$18,630
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$200	\$0	\$2,375	\$0	\$0	\$0	\$0	\$2,575
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$830</b>	<b>\$0</b>	<b>\$20,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,205</b>
<b>Total</b>	<b>\$0</b>	<b>\$830</b>	<b>\$0</b>	<b>\$20,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,205</b>

### Bridge Repairs and Deck Replacement

<b>TIP ID</b>	16-0436-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Howard County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	Various projects	<b>Est. Total Cost</b>	\$10,124,000

**Description:**

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.

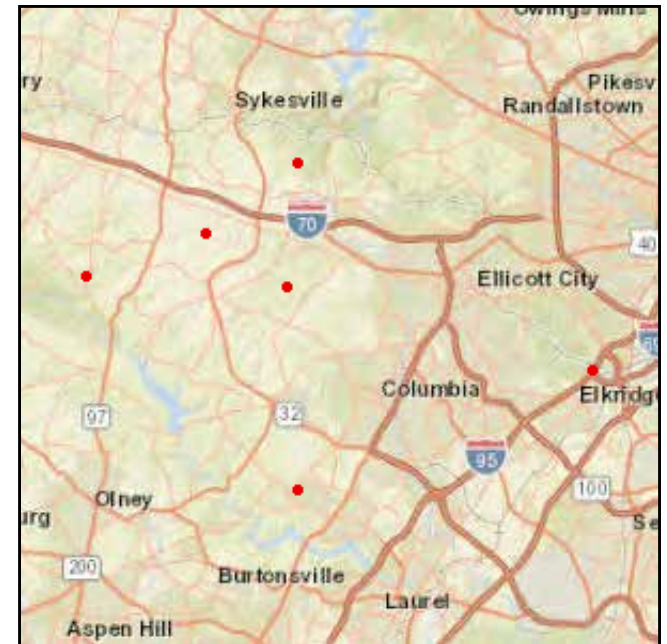
1. River Road bridge over Rockburn Branch. Local funds (~2.5 foot shoulders)
2. Henryton Road bridge over a tributary to the Patapsco River (~2.5 foot shoulders). Federal funds and local match
3. Pindell School Road bridge over Hammond Branch (~6 foot shoulders). Local funds
4. Daisy Road bridge over Little Cattail Creek (~6 foot shoulders). Federal funds and local match
5. Pfefferkorn Road bridge over Middle Patuxent River (shoulders TBD: in design). Local funds
6. Carroll Mill Road bridge over Benson Branch (shoulders TBD: in design). Federal funds and local match

**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 Repairs and Deck Replacement**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,360	\$3,879	\$960	\$1,140	\$0	\$0	\$0	\$0	\$8,339
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$490	\$0	\$100	\$0	\$0	\$0	\$0	\$590
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30
<b>Subtotal</b>	<b>\$2,360</b>	<b>\$4,399</b>	<b>\$960</b>	<b>\$1,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,959</b>
<b>Total</b>	<b>\$2,360</b>	<b>\$4,399</b>	<b>\$960</b>	<b>\$1,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,959</b>

### I-95 Fort McHenry Tunnel: Port Covington Access

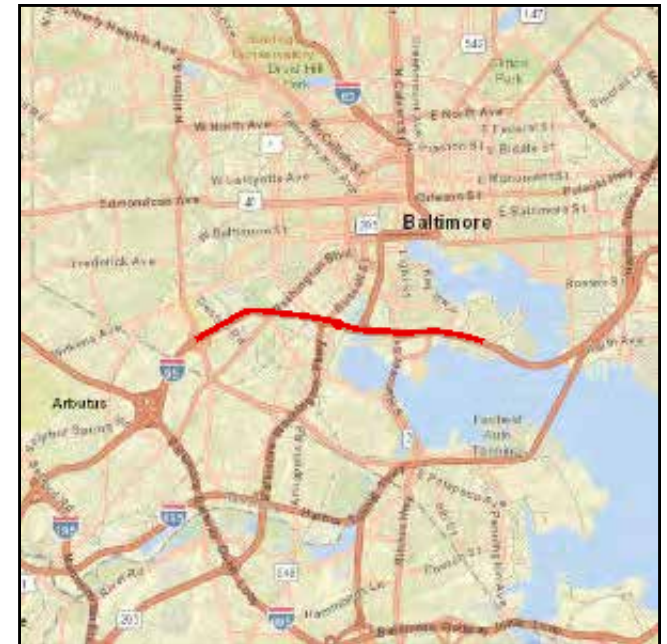
<b>TIP ID</b>	22-1901-45	<b>Year of Operation</b>	2029
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Interchange ramp added or widened
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	7 miles, 8 lanes
<b>CIP or CTP ID(s)</b>	MdTA-12	<b>Est. Total Cost</b>	\$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 2020. 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$5,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$5,500</b>



**I-95 Express Toll Lanes Northbound Extension**

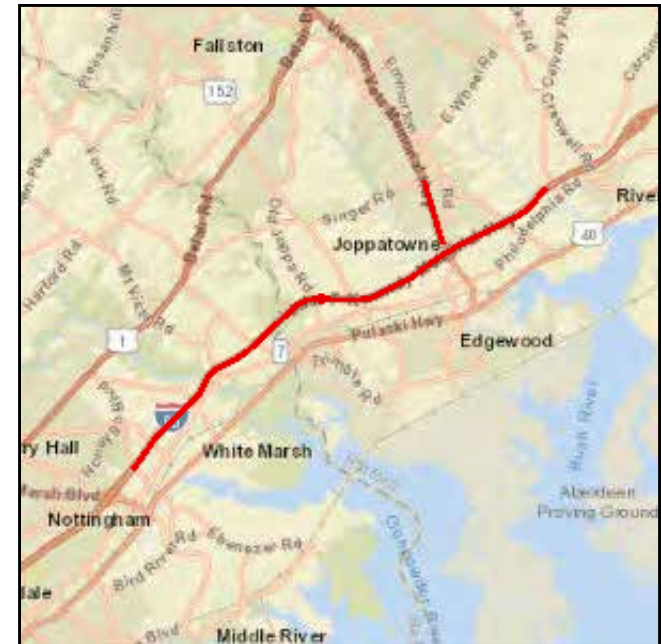
<b>TIP ID</b>	25-1801-41	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	11.25 miles, 6 to 8 lanes
<b>CIP or CTP ID(s)</b>	MdTA-1	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$105,982	\$0	\$208,718	\$0	\$287,455	\$0	\$142,502	\$744,657
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$17,294	\$0	\$5,854	\$0	\$2,889	\$0	\$521	\$26,558
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$3,537	\$0	\$0	\$0	\$0	\$0	\$0	\$3,537
<b>Subtotal</b>	<b>\$0</b>	<b>\$126,813</b>	<b>\$0</b>	<b>\$214,572</b>	<b>\$0</b>	<b>\$290,344</b>	<b>\$0</b>	<b>\$143,023</b>	<b>\$774,752</b>
<b>Total</b>	<b>\$0</b>	<b>\$126,813</b>	<b>\$0</b>	<b>\$214,572</b>	<b>\$0</b>	<b>\$290,344</b>	<b>\$0</b>	<b>\$143,023</b>	<b>\$774,752</b>

**I-95 Southbound Part-Time Shoulder Usage**

<b>TIP ID</b>	25-2101-41	<b>Year of Operation</b>	2024
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	5.4 miles, 3 to 4 lanes (3 + Left Shoulder)
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$21,900,000

**Description:**

This project will provide for the part-time use of the 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$472	\$0	\$238	\$0	\$49	\$0	\$0	\$759
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$472</b>	<b>\$0</b>	<b>\$940</b>	<b>\$0</b>	<b>\$8,700</b>	<b>\$0</b>	<b>\$10,621</b>	<b>\$20,733</b>
<b>Total</b>	<b>\$0</b>	<b>\$472</b>	<b>\$0</b>	<b>\$940</b>	<b>\$0</b>	<b>\$8,700</b>	<b>\$0</b>	<b>\$10,621</b>	<b>\$20,733</b>

### Seagirt Marine Terminal Modernization: Berth Improvements

<b>TIP ID</b>	32-2001-83	<b>Year of Operation</b>	2022
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	MPA-4	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$6,555	\$7,878	\$0	\$7,475	\$0	\$0	\$0	\$0	\$21,908
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
<b>Subtotal</b>	<b>\$6,555</b>	<b>\$7,878</b>	<b>\$0</b>	<b>\$7,475</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,908</b>
<b>Total</b>	<b>\$6,555</b>	<b>\$7,878</b>	<b>\$0</b>	<b>\$7,475</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,908</b>

### Howard Street Tunnel

<b>TIP ID</b>	32-2101-83	<b>Year of Operation</b>	2024
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	MPA-11	<b>Est. Total Cost</b>	\$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 2024.

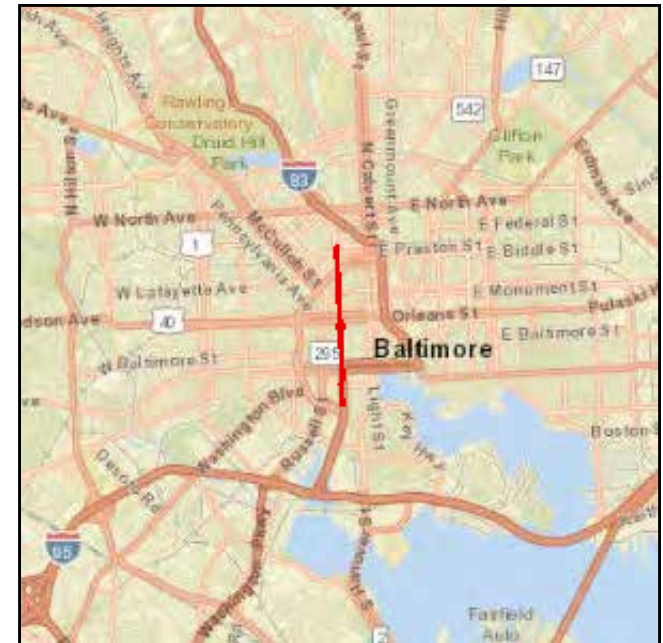
The project is funded with a federal INFRA grant along with matching funds from the state of Maryland (\$202.5 million) and CSX (\$113 million).

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$25,000	\$55,300	\$33,000	\$84,300	\$34,500	\$84,450	\$35,500	\$78,950	\$431,000
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
<b>Subtotal</b>	<b>\$25,000</b>	<b>\$55,300</b>	<b>\$33,000</b>	<b>\$84,300</b>	<b>\$34,500</b>	<b>\$84,450</b>	<b>\$35,500</b>	<b>\$78,950</b>	<b>\$431,000</b>
<b>Total</b>	<b>\$25,000</b>	<b>\$55,300</b>	<b>\$33,000</b>	<b>\$84,300</b>	<b>\$34,500</b>	<b>\$84,450</b>	<b>\$35,500</b>	<b>\$78,950</b>	<b>\$431,000</b>



**Urban Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-1602-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$4,999,000

**Description:**

This project provides capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include 3 heavy duty bus replacements, a feasibility study, replacement tablets and docks, and 4 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,672	\$418	\$533	\$133	\$533	\$133	\$533	\$133	\$4,088
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
<b>Subtotal</b>	<b>\$1,672</b>	<b>\$418</b>	<b>\$533</b>	<b>\$133</b>	<b>\$533</b>	<b>\$133</b>	<b>\$533</b>	<b>\$133</b>	<b>\$4,088</b>



**Urban Transit Systems - Capital Assistance**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$330	\$83	\$133	\$33	\$133	\$33	\$133	\$33	\$911
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
<b>Subtotal</b>	<b>\$330</b>	<b>\$83</b>	<b>\$133</b>	<b>\$33</b>	<b>\$133</b>	<b>\$33</b>	<b>\$133</b>	<b>\$33</b>	<b>\$911</b>
<b>Total</b>	<b>\$2,002</b>	<b>\$501</b>	<b>\$666</b>	<b>\$166</b>	<b>\$666</b>	<b>\$166</b>	<b>\$666</b>	<b>\$166</b>	<b>\$4,999</b>

### Bus and Paratransit Vehicle Overhaul and Replacement

<b>TIP ID</b>	40-1802-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$232,262,000

**Description:**

This project provides for the routine 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, and pneumatic systems. Batteries in hybrid electric buses near the end of their useful life will be replaced. This project also covers the purchase of 25 small cutaway vehicles and 75 large cutaway vehicles under MTA’s Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$42.9 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$6,809	\$1,702	\$5,347	\$1,337	\$1,600	\$400	\$0	\$0	\$17,195
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
<b>Subtotal</b>	<b>\$6,809</b>	<b>\$1,702</b>	<b>\$5,347</b>	<b>\$1,337</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,195</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$5,178	\$1,295	\$5,281	\$1,320	\$5,387	\$1,347	\$19,808
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,178</b>	<b>\$1,295</b>	<b>\$5,281</b>	<b>\$1,320</b>	<b>\$5,387</b>	<b>\$1,347</b>	<b>\$19,808</b>



**Bus and Paratransit Vehicle Overhaul and Replacement**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$43,250	\$10,813	\$43,250	\$10,813	\$35,672	\$8,918	\$34,034	\$8,509	\$195,259
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
<b>Subtotal</b>	<b>\$43,250</b>	<b>\$10,813</b>	<b>\$43,250</b>	<b>\$10,813</b>	<b>\$35,672</b>	<b>\$8,918</b>	<b>\$34,034</b>	<b>\$8,509</b>	<b>\$195,259</b>
<b>Total</b>	<b>\$50,059</b>	<b>\$12,515</b>	<b>\$53,775</b>	<b>\$13,445</b>	<b>\$42,553</b>	<b>\$10,638</b>	<b>\$39,421</b>	<b>\$9,856</b>	<b>\$232,262</b>

**Rural Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-9501-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$2,185,000

**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). Planned purchases include 2 small bus replacements, bus signage, 12 medium-duty expansion buses, and workforce development for Baltimore County.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,748	\$437	\$0	\$0	\$0	\$0	\$0	\$0	\$2,185
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
<b>Subtotal</b>	<b>\$1,748</b>	<b>\$437</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,185</b>
<b>Total</b>	<b>\$1,748</b>	<b>\$437</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,185</b>



**Small Urban Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-9502-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,632,000

**Description:**

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, Anne Arundel County and Howard County. Planned purchases include 3 small bus replacements.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$150	\$38	\$160	\$40	\$160	\$40	\$160	\$40	\$788
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
<b>Subtotal</b>	<b>\$150</b>	<b>\$38</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$788</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$195	\$49	\$160	\$40	\$160	\$40	\$160	\$40	\$844
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
<b>Subtotal</b>	<b>\$195</b>	<b>\$49</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$844</b>
<b>Total</b>	<b>\$345</b>	<b>\$87</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$1,632</b>

**Ridesharing - Baltimore Region**

<b>TIP ID</b>	40-9901-01	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Ridesharing
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$2,844,000

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$711	\$0	\$711	\$0	\$711	\$0	\$711	\$0	\$2,844
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
<b>Subtotal</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$2,844</b>
<b>Total</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$711</b>	<b>\$0</b>	<b>\$2,844</b>

### Small Urban Transit Systems - Operating Assistance

<b>TIP ID</b>	40-0104-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$2,608</b>
<b>Total</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$2,608</b>

### Kirk Bus Facility Replacement - Phase 1 & 2

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2020
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0705	<b>Est. Total Cost</b>	\$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 - July 2020 (FY 2021). Note: In addition to the matching funds listed, MTA has committed \$36.1 million in state dollars.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$12,016	\$3,004	\$0	\$0	\$0	\$0	\$0	\$0	\$15,020
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
<b>Subtotal</b>	<b>\$12,016</b>	<b>\$3,004</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,020</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,577	\$644	\$0	\$0	\$0	\$0	\$0	\$0	\$3,221
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
<b>Subtotal</b>	<b>\$2,577</b>	<b>\$644</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,221</b>
<b>Total</b>	<b>\$14,593</b>	<b>\$3,648</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,241</b>



### Bus and Rail Preventive Maintenance

<b>TIP ID</b>	40-1204-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$195,520,000

**Description:**

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$16,498	\$4,125	\$16,046	\$4,012	\$15,585	\$3,896	\$15,115	\$3,779	\$79,056
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
<b>Subtotal</b>	<b>\$16,498</b>	<b>\$4,125</b>	<b>\$16,046</b>	<b>\$4,012</b>	<b>\$15,585</b>	<b>\$3,896</b>	<b>\$15,115</b>	<b>\$3,779</b>	<b>\$79,056</b>

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$22,605	\$5,651	\$23,058	\$5,765	\$23,519	\$5,880	\$23,989	\$5,997	\$116,464
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
<b>Subtotal</b>	<b>\$22,605</b>	<b>\$5,651</b>	<b>\$23,058</b>	<b>\$5,765</b>	<b>\$23,519</b>	<b>\$5,880</b>	<b>\$23,989</b>	<b>\$5,997</b>	<b>\$116,464</b>
<b>Total</b>	<b>\$39,103</b>	<b>\$9,776</b>	<b>\$39,104</b>	<b>\$9,777</b>	<b>\$39,104</b>	<b>\$9,776</b>	<b>\$39,104</b>	<b>\$9,776</b>	<b>\$195,520</b>

**Seniors and Individuals with Disabilities**

<b>TIP ID</b>	40-1502-69	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Other
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,360</b>
<b>Total</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,360</b>

### Urban Transit Systems - Operating Assistance

<b>TIP ID</b>	40-1603-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$16,912</b>
<b>Total</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$16,912</b>

## Agencywide System Preservation and Improvement

<b>TIP ID</b>	40-1801-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$41,890,000

### Description:

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including roofing, bridge and subway inspection, a system network migration and upgrade, system-wide elevators and escalators, and an upgrade to the fare collection system software.

In addition to the matching funds listed, MDOT MTA has committed \$100 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$15,154	\$3,789	\$5,013	\$1,253	\$13,345	\$3,336	\$0	\$0	\$41,890
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
<b>Subtotal</b>	<b>\$15,154</b>	<b>\$3,789</b>	<b>\$5,013</b>	<b>\$1,253</b>	<b>\$13,345</b>	<b>\$3,336</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,890</b>
<b>Total</b>	<b>\$15,154</b>	<b>\$3,789</b>	<b>\$5,013</b>	<b>\$1,253</b>	<b>\$13,345</b>	<b>\$3,336</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,890</b>



### Bus System Preservation and Improvement

<b>TIP ID</b>	40-1803-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$4,500,000

**Description:**

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Projects included are the replacement of historic gable windows at Bush Division and a paint booth at Washington Boulevard.

In addition to the matching funds listed, MTA has committed \$6.3 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 5307 Flex (STBG funds flexed to Section 5307)

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,200	\$300	\$0	\$0	\$0	\$0	\$1,500
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>



**Bus System Preservation and Improvement**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
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
<b>Subtotal</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>
<b>Total</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>

### Metro and Light Rail Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	40-1804-63	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$285,915,000

**Description:**

The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure 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 \$131 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. The replacement of the Signaling System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$47,852	\$11,963	\$101,778	\$25,445	\$31,037	\$7,759	\$0	\$0	\$225,834
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
<b>Subtotal</b>	<b>\$47,852</b>	<b>\$11,963</b>	<b>\$101,778</b>	<b>\$25,445</b>	<b>\$31,037</b>	<b>\$7,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225,834</b>



**Metro and Light Rail Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Section 5307 Flex (STBG funds flexed to Section 5307)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$30,577	\$7,644	\$0	\$0	\$0	\$0	\$0	\$0	\$38,221
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
<b>Subtotal</b>	<b>\$30,577</b>	<b>\$7,644</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,221</b>

**Congestion Mitigation and Air Quality**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$8,272	\$2,068	\$9,216	\$2,304	\$21,860
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,272</b>	<b>\$2,068</b>	<b>\$9,216</b>	<b>\$2,304</b>	<b>\$21,860</b>
<b>Total</b>	<b>\$78,429</b>	<b>\$19,607</b>	<b>\$101,778</b>	<b>\$25,445</b>	<b>\$39,309</b>	<b>\$9,827</b>	<b>\$9,216</b>	<b>\$2,304</b>	<b>\$285,915</b>

### Metro and Light Rail System Preservation and Improvement

<b>TIP ID</b>	40-1805-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$80,392,000

**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 \$182.7 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$35,560	\$8,890	\$10,022	\$2,506	\$18,731	\$4,683	\$0	\$0	\$80,392
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
<b>Subtotal</b>	<b>\$35,560</b>	<b>\$8,890</b>	<b>\$10,022</b>	<b>\$2,506</b>	<b>\$18,731</b>	<b>\$4,683</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,392</b>
<b>Total</b>	<b>\$35,560</b>	<b>\$8,890</b>	<b>\$10,022</b>	<b>\$2,506</b>	<b>\$18,731</b>	<b>\$4,683</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,392</b>



**Rural Transit Systems - Operating Assistance**

<b>TIP ID</b>	40-9204-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	None	<b>Est. Total Cost</b>	\$1,904,000

**Description:**

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$1,904</b>
<b>Total</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$1,904</b>

### Towson Circulator

<b>TIP ID</b>	43-2101-67	<b>Year of Operation</b>	2021
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Transit capacity expansion
<b>Project Category</b>	Transit Capacity	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	
<b>CIP or CTP ID(s)</b>	1601	<b>Est. Total Cost</b>	\$2,065,000

**Description:**

The Towson Circulator will provide vehicles for a new fixed route service that serves the geographic areas bounded by Charles Street, I-695, Loch Raven Boulevard, and the Baltimore County/Baltimore City boundary. Additionally, funding will be used to provide bus stop signage and project management.

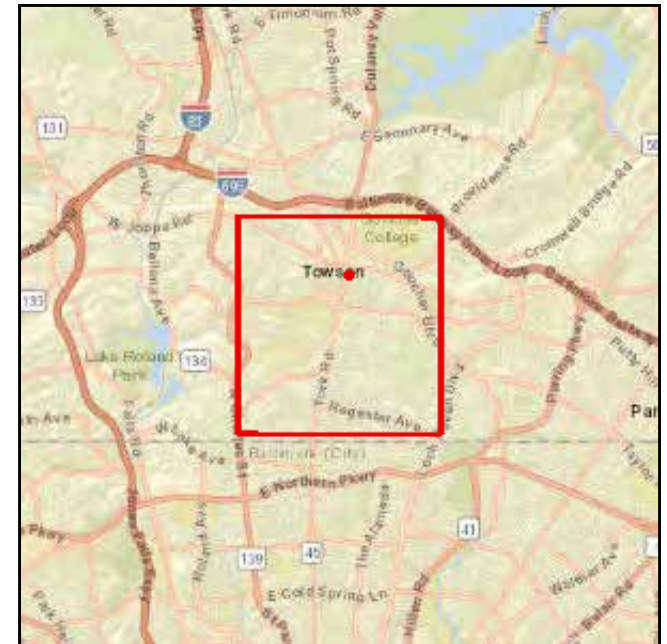
Baltimore County will operate the Towson Circulator.

**Justification:**

This project will increase reliability, access, and mobility to a service area that encompasses two universities (Towson University and Goucher College) and three hospital facilities (Greater Baltimore Medical Center, Sheppard Pratt Health Systems, and St. Joseph Medical Center). The Towson Circulator will promote transit usage in a densely populated region.

**Connection to Long-Range Transportation Planning Goals:**

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 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.





### Towson Circulator

(Funding in Thousands)

#### Section 5339 (Bus and Bus Facilities Discretionary Grant)

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,652	\$413	\$0	\$0	\$0	\$0	\$0	\$0	\$2,065
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
<b>Subtotal</b>	<b>\$1,652</b>	<b>\$413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,065</b>
<b>Total</b>	<b>\$1,652</b>	<b>\$413</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,065</b>

### MARC Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	70-1501-53	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$45,258,000

**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 \$11.1 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,000	\$250	\$0	\$0	\$500	\$125	\$1,875
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$125</b>	<b>\$1,875</b>

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$11,543	\$2,886	\$4,696	\$1,174	\$13,547	\$3,387	\$4,920	\$1,230	\$43,383
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
<b>Subtotal</b>	<b>\$11,543</b>	<b>\$2,886</b>	<b>\$4,696</b>	<b>\$1,174</b>	<b>\$13,547</b>	<b>\$3,387</b>	<b>\$4,920</b>	<b>\$1,230</b>	<b>\$43,383</b>
<b>Total</b>	<b>\$11,543</b>	<b>\$2,886</b>	<b>\$5,696</b>	<b>\$1,424</b>	<b>\$13,547</b>	<b>\$3,387</b>	<b>\$5,420</b>	<b>\$1,355</b>	<b>\$45,258</b>

### MARC Improvements

<b>TIP ID</b>	70-1502-54	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$93,071,000

**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; system-wide parking lot improvements; the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines; installation of an audio/visual warning system for approaching MARC trains; uninterruptible power supply and lighting protections; the design and construction of a new Martin Airport station on the MARC Penn Line; and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$25.2 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,894	\$474	\$2,561	\$640	\$2,904	\$726	\$3,583	\$896	\$13,678
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
<b>Subtotal</b>	<b>\$1,894</b>	<b>\$474</b>	<b>\$2,561</b>	<b>\$640</b>	<b>\$2,904</b>	<b>\$726</b>	<b>\$3,583</b>	<b>\$896</b>	<b>\$13,678</b>

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$15,901	\$3,975	\$19,525	\$4,881	\$9,501	\$2,375	\$18,588	\$4,647	\$79,393
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
<b>Subtotal</b>	<b>\$15,901</b>	<b>\$3,975</b>	<b>\$19,525</b>	<b>\$4,881</b>	<b>\$9,501</b>	<b>\$2,375</b>	<b>\$18,588</b>	<b>\$4,647</b>	<b>\$79,393</b>
<b>Total</b>	<b>\$17,795</b>	<b>\$4,449</b>	<b>\$22,086</b>	<b>\$5,521</b>	<b>\$12,405</b>	<b>\$3,101</b>	<b>\$22,171</b>	<b>\$5,543</b>	<b>\$93,071</b>



### MARC Facilities

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$94,828,000

**Description:**

- 1) Procure Riverside Maintenance Facility: CSX has offered to sell this facility to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA and CSX are jointly working with MDE to remediate hazardous material contamination at this site.
- 2) MARC Martin State Airport: Purchase private property and construct two additional storage tracks.
- 3) MARC BWI Garage Facility: Identify and prioritize needed repairs for design and construction.
- 4) Riverside Heavy Maintenance Facility: Construction of a building with maintenance slots for locomotives.

In addition to the matching funds listed, MTA has committed \$5 million in state dollars.

**Justification:**

- 1 and 2) Space is needed in the Baltimore region for MARC train maintenance and storage.
- 3) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 4) The building will provide four new maintenance slots for locomotives undergoing heavy maintenance and repair. This 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$29,923	\$7,481	\$41,237	\$10,309	\$1,043	\$261	\$0	\$0	\$90,254
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,062	\$516	\$1,597	\$399	\$0	\$0	\$0	\$0	\$4,574
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$31,985</b>	<b>\$7,997</b>	<b>\$42,834</b>	<b>\$10,708</b>	<b>\$1,043</b>	<b>\$261</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,828</b>
<b>Total</b>	<b>\$31,985</b>	<b>\$7,997</b>	<b>\$42,834</b>	<b>\$10,708</b>	<b>\$1,043</b>	<b>\$261</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,828</b>

**State Safety Oversight**

<b>TIP ID</b>	90-1401-39	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$2,400</b>
<b>Total</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$2,400</b>



### Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

<b>TIP ID</b>	90-1901-99	<b>Year of Operation</b>	NA
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TSO-5	<b>Est. Total Cost</b>	\$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.





**2021 - 2024 Transportation Improvement Program**

**Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project**

(Funding in Thousands)

**Federal Railroad Administration**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$3,000	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750</b>
<b>Total</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750</b>

**Areawide Transportation Alternatives Projects**

<b>TIP ID</b>	60-9903-29	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$32,000,000

**Description:**

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure. These projects may include but are not limited to pedestrian/bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program also includes Safe Routes to School 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$6,400	\$1,600	\$4,800	\$1,200	\$4,800	\$1,200	\$28,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$480	\$120	\$480	\$120	\$480	\$120	\$2,800
PL	\$240	\$60	\$240	\$60	\$120	\$30	\$120	\$30	\$900
ROW	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
<b>Subtotal</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$5,440</b>	<b>\$1,360</b>	<b>\$5,440</b>	<b>\$1,360</b>	<b>\$32,000</b>
<b>Total</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$5,440</b>	<b>\$1,360</b>	<b>\$5,440</b>	<b>\$1,360</b>	<b>\$32,000</b>



### Areawide Environmental Projects

<b>TIP ID</b>	60-9506-38	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Environmental other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$108,450,000

**Description:**

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

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$640</b>	<b>\$160</b>	<b>\$640</b>	<b>\$160</b>	<b>\$560</b>	<b>\$140</b>	<b>\$560</b>	<b>\$140</b>	<b>\$3,000</b>

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$1,600	\$400	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
<b>Subtotal</b>	<b>\$2,680</b>	<b>\$670</b>	<b>\$2,680</b>	<b>\$670</b>	<b>\$1,760</b>	<b>\$440</b>	<b>\$1,760</b>	<b>\$440</b>	<b>\$11,100</b>



### Areawide Environmental Projects

(Funding in Thousands)

#### Recreational Trails Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
PL	\$240	\$60	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$380</b>	<b>\$95</b>	<b>\$380</b>	<b>\$95</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,550</b>

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$24,000	\$6,000	\$24,000	\$6,000	\$12,000	\$3,000	\$12,000	\$3,000	\$90,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$240	\$60	\$240	\$60	\$1,600
PL	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
ROW	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
<b>Subtotal</b>	<b>\$24,720</b>	<b>\$6,180</b>	<b>\$24,720</b>	<b>\$6,180</b>	<b>\$12,400</b>	<b>\$3,100</b>	<b>\$12,400</b>	<b>\$3,100</b>	<b>\$92,800</b>
<b>Total</b>	<b>\$28,420</b>	<b>\$7,105</b>	<b>\$28,420</b>	<b>\$7,105</b>	<b>\$14,960</b>	<b>\$3,740</b>	<b>\$14,960</b>	<b>\$3,740</b>	<b>\$108,450</b>

**Areawide Congestion Management**

<b>TIP ID</b>	60-9504-04	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-21	<b>Est. Total Cost</b>	\$83,200,000

**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.

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.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
PL	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
<b>Subtotal</b>	<b>\$1,560</b>	<b>\$390</b>	<b>\$1,560</b>	<b>\$390</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$7,500</b>



**Areawide Congestion Management**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$11,000
OTH	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ENG	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
PL	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$3,700</b>	<b>\$925</b>	<b>\$3,700</b>	<b>\$925</b>	<b>\$3,680</b>	<b>\$920</b>	<b>\$2,880</b>	<b>\$720</b>	<b>\$17,450</b>

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
OTH	\$6,400	\$1,600	\$6,400	\$1,600	\$5,600	\$1,400	\$5,600	\$1,400	\$30,000
ENG	\$5,600	\$1,400	\$5,600	\$1,400	\$2,400	\$600	\$2,400	\$600	\$20,000
PL	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
<b>Subtotal</b>	<b>\$14,060</b>	<b>\$3,515</b>	<b>\$14,060</b>	<b>\$3,515</b>	<b>\$9,240</b>	<b>\$2,310</b>	<b>\$9,240</b>	<b>\$2,310</b>	<b>\$58,250</b>
<b>Total</b>	<b>\$19,320</b>	<b>\$4,830</b>	<b>\$19,320</b>	<b>\$4,830</b>	<b>\$14,360</b>	<b>\$3,590</b>	<b>\$13,560</b>	<b>\$3,390</b>	<b>\$83,200</b>

**Areawide Bridge Replacement And Rehabilitation**

<b>TIP ID</b>	60-9310-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$181,700,000

**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).



**2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$24,000	\$6,000	\$24,000	\$6,000	\$19,200	\$4,800	\$12,000	\$3,000	\$99,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$1,200	\$300	\$800	\$200	\$800	\$200	\$5,500
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
<b>Subtotal</b>	<b>\$26,240</b>	<b>\$6,560</b>	<b>\$25,840</b>	<b>\$6,460</b>	<b>\$20,320</b>	<b>\$5,080</b>	<b>\$13,120</b>	<b>\$3,280</b>	<b>\$106,900</b>

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$4,000	\$1,000	\$4,000	\$1,000	\$40,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$4,000	\$1,000	\$30,000
PL	\$640	\$160	\$640	\$160	\$320	\$80	\$320	\$80	\$2,400
ROW	\$640	\$160	\$640	\$160	\$320	\$80	\$320	\$80	\$2,400
<b>Subtotal</b>	<b>\$21,280</b>	<b>\$5,320</b>	<b>\$21,280</b>	<b>\$5,320</b>	<b>\$8,640</b>	<b>\$2,160</b>	<b>\$8,640</b>	<b>\$2,160</b>	<b>\$74,800</b>
<b>Total</b>	<b>\$47,520</b>	<b>\$11,880</b>	<b>\$47,120</b>	<b>\$11,780</b>	<b>\$28,960</b>	<b>\$7,240</b>	<b>\$21,760</b>	<b>\$5,440</b>	<b>\$181,700</b>



**Areawide Resurfacing And Rehabilitation**

<b>TIP ID</b>	60-9501-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$402,700,000

**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.





**2021 - 2024 Transportation Improvement Program**

**Areawide Resurfacing And Rehabilitation**

(Funding in Thousands)

**Highway Safety Improvement Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
<b>Subtotal</b>	<b>\$4,280</b>	<b>\$1,070</b>	<b>\$4,280</b>	<b>\$1,070</b>	<b>\$4,160</b>	<b>\$1,040</b>	<b>\$4,160</b>	<b>\$1,040</b>	<b>\$21,100</b>

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$44,000	\$11,000	\$44,000	\$11,000	\$36,000	\$9,000	\$36,000	\$9,000	\$200,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
<b>Subtotal</b>	<b>\$45,440</b>	<b>\$11,360</b>	<b>\$45,440</b>	<b>\$11,360</b>	<b>\$36,720</b>	<b>\$9,180</b>	<b>\$36,720</b>	<b>\$9,180</b>	<b>\$205,400</b>



**2021 - 2024 Transportation Improvement Program**

**Areawide Resurfacing And Rehabilitation**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$36,000	\$9,000	\$36,000	\$9,000	\$32,000	\$8,000	\$32,000	\$8,000	\$170,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
PL	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
<b>Subtotal</b>	<b>\$37,520</b>	<b>\$9,380</b>	<b>\$37,520</b>	<b>\$9,380</b>	<b>\$32,960</b>	<b>\$8,240</b>	<b>\$32,960</b>	<b>\$8,240</b>	<b>\$176,200</b>
<b>Total</b>	<b>\$87,240</b>	<b>\$21,810</b>	<b>\$87,240</b>	<b>\$21,810</b>	<b>\$73,840</b>	<b>\$18,460</b>	<b>\$73,840</b>	<b>\$18,460</b>	<b>\$402,700</b>

**Areawide Safety And Spot Improvements**

<b>TIP ID</b>	60-9508-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$188,800,000

**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).



**2021 - 2024 Transportation Improvement Program**

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$1,600	\$400	\$1,600	\$400	\$9,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
PL	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
<b>Subtotal</b>	<b>\$2,200</b>	<b>\$550</b>	<b>\$2,200</b>	<b>\$550</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$9,800</b>

**Highway Safety Improvement Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$6,400	\$1,600	\$4,800	\$1,200	\$4,800	\$1,200	\$30,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$240	\$60	\$240	\$60	\$1,600
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
<b>Subtotal</b>	<b>\$8,880</b>	<b>\$2,220</b>	<b>\$7,280</b>	<b>\$1,820</b>	<b>\$5,280</b>	<b>\$1,320</b>	<b>\$5,280</b>	<b>\$1,320</b>	<b>\$33,400</b>



**2021 - 2024 Transportation Improvement Program**

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$400	\$100	\$400	\$100	\$240	\$60	\$240	\$60	\$1,600
PL	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
ROW	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
<b>Subtotal</b>	<b>\$17,200</b>	<b>\$4,300</b>	<b>\$17,200</b>	<b>\$4,300</b>	<b>\$12,960</b>	<b>\$3,240</b>	<b>\$12,960</b>	<b>\$3,240</b>	<b>\$75,400</b>

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$8,000
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$11,000
<b>Subtotal</b>	<b>\$16,320</b>	<b>\$4,080</b>	<b>\$16,320</b>	<b>\$4,080</b>	<b>\$12,160</b>	<b>\$3,040</b>	<b>\$11,360</b>	<b>\$2,840</b>	<b>\$70,200</b>
<b>Total</b>	<b>\$44,600</b>	<b>\$11,150</b>	<b>\$43,000</b>	<b>\$10,750</b>	<b>\$32,120</b>	<b>\$8,030</b>	<b>\$31,320</b>	<b>\$7,830</b>	<b>\$188,800</b>

**Areawide Urban Reconstruction**

<b>TIP ID</b>	60-9511-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$14,840,000

**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.





**2021 - 2024 Transportation Improvement Program**

**Areawide Urban Reconstruction**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$40	\$10	\$40	\$10	\$24	\$6	\$24	\$6	\$160
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
<b>Subtotal</b>	<b>\$56</b>	<b>\$14</b>	<b>\$56</b>	<b>\$14</b>	<b>\$40</b>	<b>\$10</b>	<b>\$40</b>	<b>\$10</b>	<b>\$240</b>

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,200	\$800	\$3,200	\$800	\$1,600	\$400	\$1,600	\$400	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
PL	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
<b>Subtotal</b>	<b>\$3,760</b>	<b>\$940</b>	<b>\$3,760</b>	<b>\$940</b>	<b>\$2,080</b>	<b>\$520</b>	<b>\$2,080</b>	<b>\$520</b>	<b>\$14,600</b>
<b>Total</b>	<b>\$3,816</b>	<b>\$954</b>	<b>\$3,816</b>	<b>\$954</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$14,840</b>



### Morgan State University Transportation Research Program

<b>TIP ID</b>	60-0702-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
<b>Subtotal</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>
<b>Total</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>

**MD 175: Mapes Road and Reece Road Intersection Reconstruction**

<b>TIP ID</b>	61-1402-39	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Safety other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 Mile
<b>CIP or CTP ID(s)</b>	AA5806	<b>Est. Total Cost</b>	\$25,266,000

**Description:**

Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement). This project also includes the construction of a new security fence and tree buffer along Fort Meade's property.

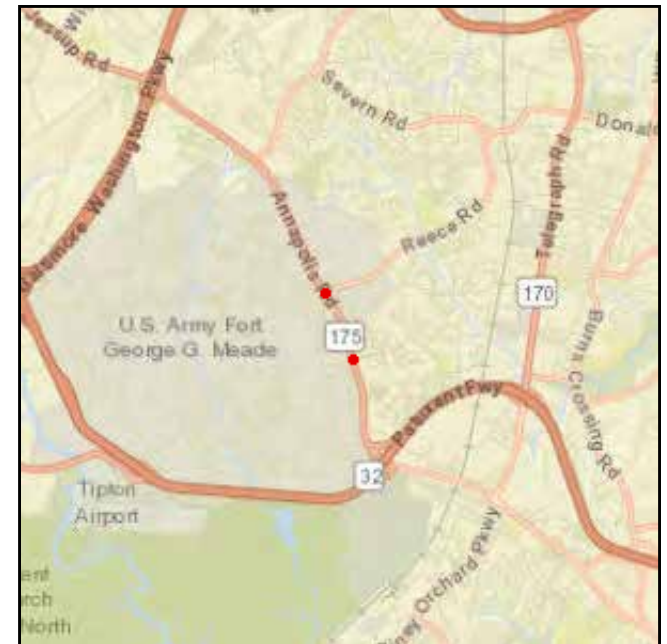
This project opened to service in 2019. The remaining funding for this project will complete right-of-way acquisition.

**Justification:**

This project will improve safety and operations along MD 175 and ease growing congestion resulting from the BRAC expansion of Fort Meade.

**Connection to Long-Range Transportation Planning Goals:**

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**2021 - 2024 Transportation Improvement Program**

**MD 175: Mapes Road and Reece Road Intersection Reconstruction**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$635	\$165	\$0	\$0	\$0	\$0	\$0	\$0	\$800
<b>Subtotal</b>	<b>\$635</b>	<b>\$165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$635</b>	<b>\$165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

**MD 175: Disney Road to Reece Road**

<b>TIP ID</b>	61-1601-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 6 lanes, 1.13 miles
<b>CIP or CTP ID(s)</b>	AA4364	<b>Est. Total Cost</b>	\$22,618,000

**Description:**

This project is Phase 2 of the MD 175: MD 295 to MD 170 corridor project, which had TIP ID #61-0605-41 in previous TIPs. It will widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided. The project will be open to traffic in spring 2020. The remaining funding for this project will complete right-of-way acquisition.

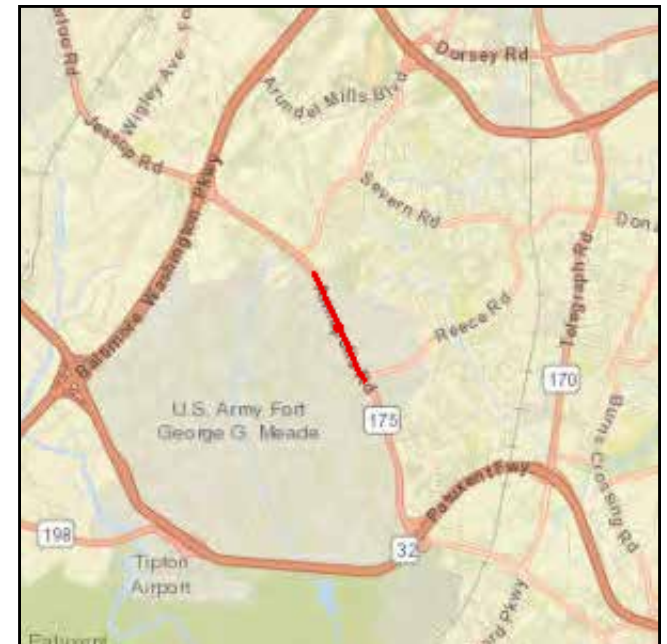
Phase 1, widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID #61-1701-41.

**Justification:**

This project will improve safety and operations along MD 175 and ease growing congestion related to 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.





2021 - 2024 Transportation Improvement Program

MD 175: Disney Road to Reece Road

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$548	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$618
<b>Subtotal</b>	<b>\$548</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$618</b>
<b>Total</b>	<b>\$548</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$618</b>

**MD 175: National Business Parkway to McCarron Court**

<b>TIP ID</b>	61-1701-41	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 6 lanes, 1.1 miles
<b>CIP or CTP ID(s)</b>	AA4363	<b>Est. Total Cost</b>	\$76,216,000

**Description:**

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 by \$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.

**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.



2021 - 2024 Transportation Improvement Program

MD 175: National Business Parkway to McCarron Court

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,048	\$546	\$11,290	\$3,174	\$14,104	\$3,966	\$11,625	\$3,269	\$51,022
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
<b>Subtotal</b>	<b>\$3,048</b>	<b>\$546</b>	<b>\$11,290</b>	<b>\$3,174</b>	<b>\$14,104</b>	<b>\$3,966</b>	<b>\$11,625</b>	<b>\$3,269</b>	<b>\$51,022</b>





**2021 - 2024 Transportation Improvement Program**

**MD 175: National Business Parkway to McCarron Court**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$242	\$0	\$0	\$0	\$0	\$0	\$0	\$242
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1,062	\$0	\$773	\$0	\$757	\$0	\$0	\$2,592
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,304</b>	<b>\$0</b>	<b>\$773</b>	<b>\$0</b>	<b>\$757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,834</b>
<b>Total</b>	<b>\$3,048</b>	<b>\$1,850</b>	<b>\$11,290</b>	<b>\$3,947</b>	<b>\$14,104</b>	<b>\$4,723</b>	<b>\$11,625</b>	<b>\$3,269</b>	<b>\$53,856</b>

### I-695 at Cromwell Bridge Road - Drainage Improvement

<b>TIP ID</b>	63-1801-38	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Environmental other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	BA7121	<b>Est. Total Cost</b>	\$11,311,000

**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.

**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.





2021 - 2024 Transportation Improvement Program

I-695 at Cromwell Bridge Road - Drainage Improvement

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,130	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$1,355
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
<b>Subtotal</b>	<b>\$1,130</b>	<b>\$225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,355</b>



**2021 - 2024 Transportation Improvement Program**

**I-695 at Cromwell Bridge Road - Drainage Improvement**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$123	\$0	\$62	\$0	\$0	\$0	\$0	\$185
<b>Subtotal</b>	<b>\$0</b>	<b>\$123</b>	<b>\$0</b>	<b>\$62</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$185</b>
<b>Total</b>	<b>\$1,130</b>	<b>\$348</b>	<b>\$0</b>	<b>\$62</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,540</b>

**MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2**

<b>TIP ID</b>	63-0802-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0.4 miles, 4 to 6 lanes
<b>CIP or CTP ID(s)</b>	BA7291	<b>Est. Total Cost</b>	\$19,300,000

**Description:**

Capacity and safety improvements to MD 140 from north of Painters Mill Road to Owings Mills Boulevard including; an additional through lane on northbound and southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatibility. This results in three through lanes on northbound MD 140 and three through lanes on southbound MD 140. The Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified. This is phase 2 of the MD 140 corridor improvements. Phase I - MD 140: Garrison View Road to Painters Mill Road, including the intersection, has TIP ID #63-1203-41.

**Justification:**

This project will provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 business corridor.

**Connection to Long-Range Transportation Planning Goals:**

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





**2021 - 2024 Transportation Improvement Program**

**MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$300	\$0	\$238	\$0	\$150	\$0	\$0	\$688
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$238</b>	<b>\$0</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$688</b>
<b>Total</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$238</b>	<b>\$0</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$688</b>

**MD 140: Garrison View Road to Painters Mill Road - Phase 1**

<b>TIP ID</b>	63-1203-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0.2 Miles, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA7292	<b>Est. Total Cost</b>	\$18,198,000

**Description:**

Improvements include widening northbound MD 140 to provide a third through lane (lane is 16-foot wide bicycle-compatible) and 5-foot raised median, constructing 5-foot ADA-compliant sidewalks, resurfacing the roadway, landscaping, and utility relocations. Southbound improvements are to be provided by a developer.

This is Phase 1 of the MD 140 project. Phase 2 is the MD 140: North of Painters Mill Road to Owings Mills Boulevard project (TIP ID #63-0802-41).

**Justification:**

This project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of proposed development in the area, including the transit-oriented development at the Owings Mills Metro Station and Foundry Row.

**Connection to Long-Range Transportation Planning Goals:**

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





**MD 140: Garrison View Road to Painters Mill Road - Phase 1**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$504
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	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$32
<b>Subtotal</b>	<b>\$0</b>	<b>\$536</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$536</b>
<b>Total</b>	<b>\$0</b>	<b>\$536</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$536</b>



**I-695: US 40 to MD 144**

<b>TIP ID</b>	63-1601-41	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	3 to 4 lanes, 1.2 miles
<b>CIP or CTP ID(s)</b>	BA7271	<b>Est. Total Cost</b>	\$131,323,000

**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 has increased from \$105.5 million to \$131.323 million due to project change orders related to additional excavation and pile driving work for retaining walls.

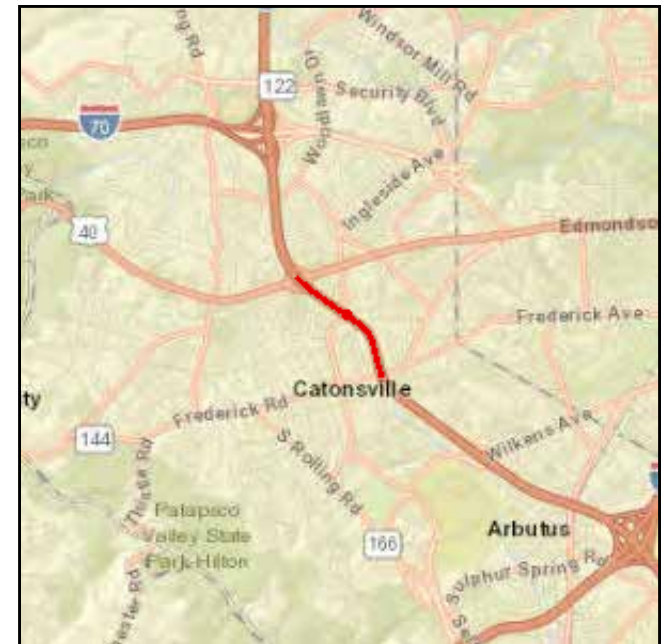
The project is anticipated to be open to traffic in fall 2021. The noise barrier is funded for construction beyond the open to traffic date.

**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





**2021 - 2024 Transportation Improvement Program**

**I-695: US 40 to MD 144**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$11,859	\$0	\$9,091	\$0	\$6,599	\$0	\$0	\$27,549
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$300	\$0	\$27	\$0	\$0	\$0	\$0	\$327
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
<b>Subtotal</b>	<b>\$0</b>	<b>\$12,160</b>	<b>\$0</b>	<b>\$9,118</b>	<b>\$0</b>	<b>\$6,599</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,877</b>
<b>Total</b>	<b>\$0</b>	<b>\$12,160</b>	<b>\$0</b>	<b>\$9,118</b>	<b>\$0</b>	<b>\$6,599</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,877</b>

**I-695: I-70 to MD 43**

<b>TIP ID</b>	63-1802-41	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 8 lanes, 19 miles
<b>CIP or CTP ID(s)</b>	BANEW2	<b>Est. Total Cost</b>	\$281,102,000

**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. This project includes reconfiguration of the I-695 and I-70 interchange and adaptive ramp metering.

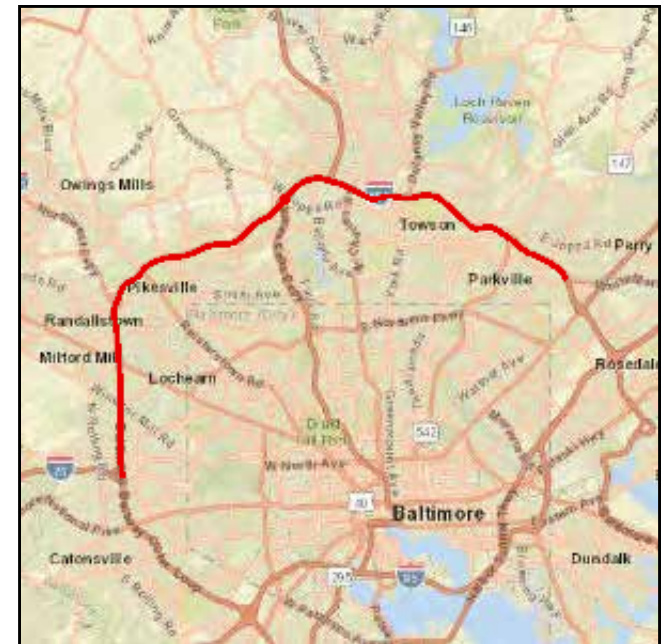
This project uses 100% federal funding in FY 2021 through FY 2024 due to toll credits.

**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.





**2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$41,739	\$0	\$81,358	\$0	\$93,371	\$0	\$31,933	\$0	\$248,401
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$5,144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,144
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$46,883</b>	<b>\$0</b>	<b>\$81,358</b>	<b>\$0</b>	<b>\$93,371</b>	<b>\$0</b>	<b>\$31,933</b>	<b>\$0</b>	<b>\$253,545</b>
<b>Total</b>	<b>\$46,883</b>	<b>\$0</b>	<b>\$81,358</b>	<b>\$0</b>	<b>\$93,371</b>	<b>\$0</b>	<b>\$31,933</b>	<b>\$0</b>	<b>\$253,545</b>

**I-83: Bridge Replacement over Padonia Road**

<b>TIP ID</b>	63-1701-13	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	3 to 3 Lanes
<b>CIP or CTP ID(s)</b>	BA0381	<b>Est. Total Cost</b>	\$25,583,000

**Description:**

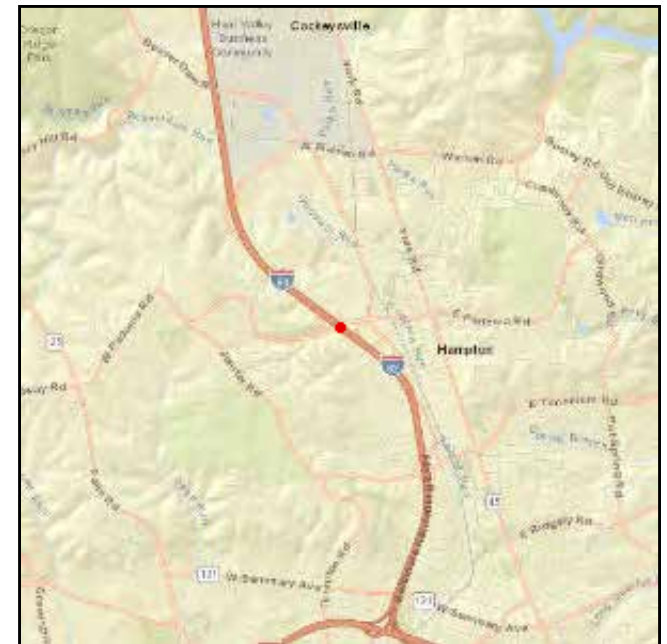
Replace bridge no. 03062 along I-83 over Padonia Road which carries both northbound and southbound traffic.

**Justification:**

The existing bridge, constructed in 1950, is rated in poor condition. The bridge serves 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).





**2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$5,375	\$698	\$2,353	\$306	\$0	\$0	\$0	\$0	\$8,732
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
<b>Subtotal</b>	<b>\$5,375</b>	<b>\$698</b>	<b>\$2,353</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,732</b>
<b>Total</b>	<b>\$5,375</b>	<b>\$698</b>	<b>\$2,353</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,732</b>

### US 1: Bridge Replacement over CSX

<b>TIP ID</b>	63-1704-13	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>	BA5341	<b>Est. Total Cost</b>	\$34,173,000

**Description:**

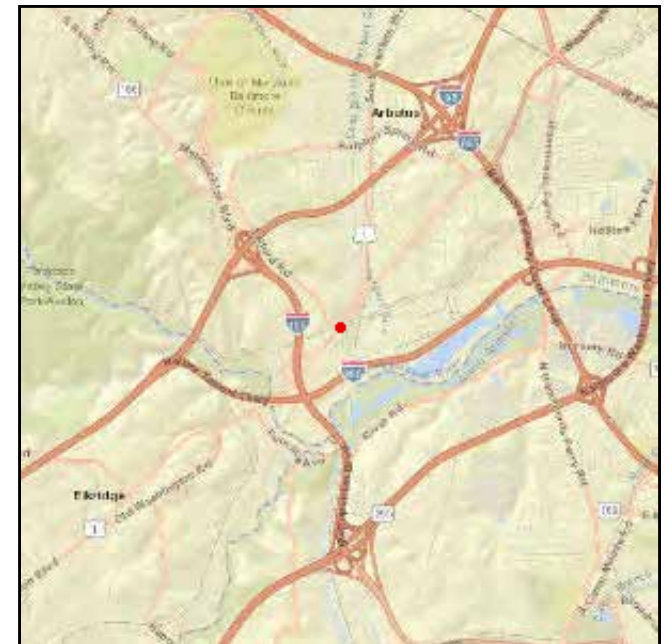
This project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8-foot shoulder is planned on both sides of the roadway.

**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).





2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$8,976	\$2,556	\$0	\$0	\$0	\$0	\$0	\$0	\$11,532
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
<b>Subtotal</b>	<b>\$8,976</b>	<b>\$2,556</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,532</b>

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$51	\$0	\$39	\$0	\$0	\$0	\$0	\$90
<b>Subtotal</b>	<b>\$0</b>	<b>\$51</b>	<b>\$0</b>	<b>\$39</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>
<b>Total</b>	<b>\$8,976</b>	<b>\$2,607</b>	<b>\$0</b>	<b>\$39</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,622</b>



### US 40: Bridge Replacements over Little & Big Gunpowder Falls

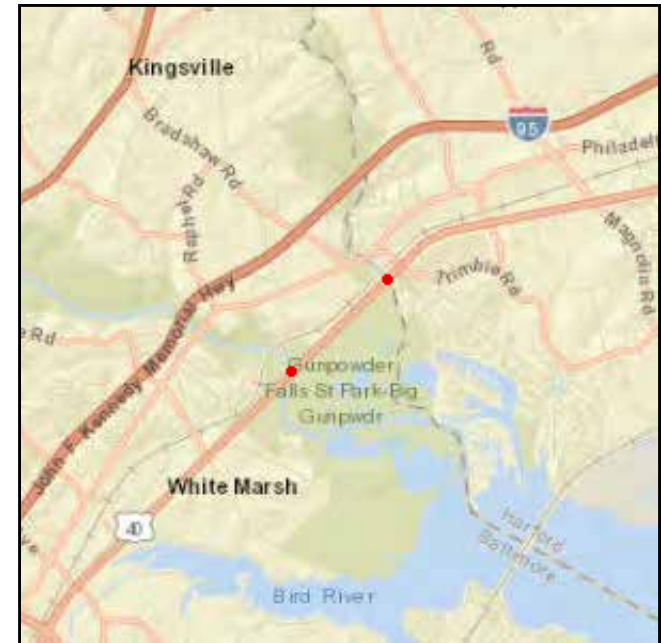
<b>TIP ID</b>	63-1706-13	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	BA6091	<b>Est. Total Cost</b>	\$30,640,000

**Description:**

This project will replace and widen the superstructure on bridges #0303403 and #0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridges #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.

**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).



2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$5,982	\$2,057	\$4,477	\$1,503	\$101	\$25	\$0	\$0	\$14,145
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
<b>Subtotal</b>	<b>\$5,982</b>	<b>\$2,057</b>	<b>\$4,477</b>	<b>\$1,503</b>	<b>\$101</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,145</b>

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$4	\$0	\$3	\$0	\$0	\$0	\$0	\$7
<b>Subtotal</b>	<b>\$0</b>	<b>\$4</b>	<b>\$0</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7</b>

<b>Total</b>	<b>\$5,982</b>	<b>\$2,061</b>	<b>\$4,477</b>	<b>\$1,506</b>	<b>\$101</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,152</b>
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**MD 45: Padonia Road to Wight Avenue**

<b>TIP ID</b>	63-1707-11	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2.55 miles
<b>CIP or CTP ID(s)</b>	BA5381	<b>Est. Total Cost</b>	\$16,577,000

**Description:**

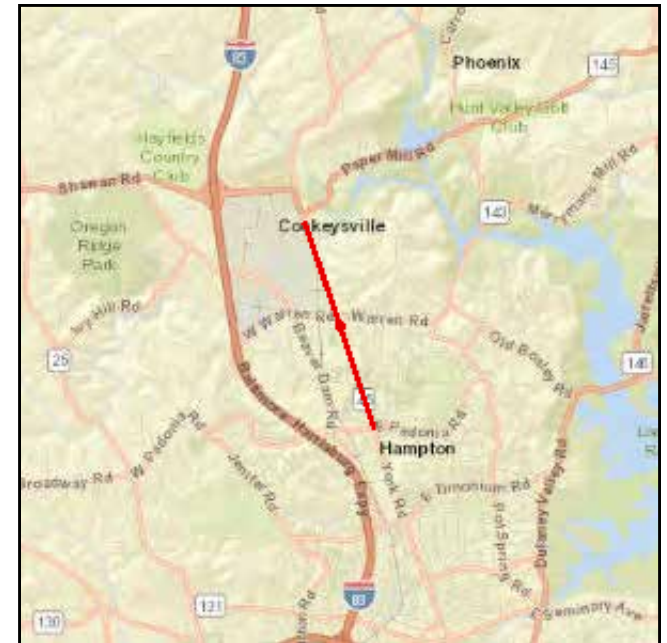
This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; 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.





**2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,158	\$7,039	\$155	\$982	\$0	\$0	\$0	\$0	\$9,334
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
<b>Subtotal</b>	<b>\$1,158</b>	<b>\$7,039</b>	<b>\$155</b>	<b>\$982</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,334</b>
<b>Total</b>	<b>\$1,158</b>	<b>\$7,039</b>	<b>\$155</b>	<b>\$982</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,334</b>

### MD 151/MD 151B: Bridge Replacements

<b>TIP ID</b>	63-2001-13	<b>Year of Operation</b>	2023
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	#0309900: 4 to 4; #0335100: 2 to 2; #0335000: 1 to 1
<b>CIP or CTP ID(s)</b>	BA8602	<b>Est. Total Cost</b>	\$31,000,000

**Description:**

This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B.

Construction funding for this project increased from \$20 million to \$30 million to accommodate increased truck loads, additional fill needed to avoid significant settlement, and the treatment and disposal of hazardous soils. In addition, bridge no. 0335000 transitioned from a deck replacement to a full replacement.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$0	\$0	\$25,000
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
<b>Subtotal</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>Total</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>

### I-695: Bridge Replacement on Putty Hill Avenue

<b>TIP ID</b>	63-2002-13	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	BA1451	<b>Est. Total Cost</b>	\$15,752,000

**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.

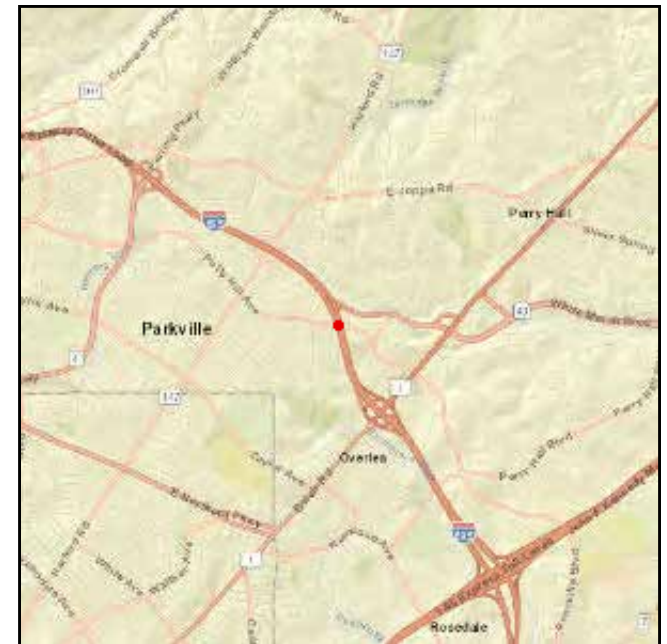
The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).

**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.





**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,683	\$1,053	\$3,822	\$1,097	\$0	\$0	\$0	\$0	\$9,655
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,676	\$88	\$559	\$29	\$0	\$0	\$0	\$0	\$2,352
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$80	\$20	\$80	\$20	\$47	\$11	\$0	\$0	\$258
<b>Subtotal</b>	<b>\$5,439</b>	<b>\$1,161</b>	<b>\$4,461</b>	<b>\$1,146</b>	<b>\$47</b>	<b>\$11</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,265</b>
<b>Total</b>	<b>\$5,439</b>	<b>\$1,161</b>	<b>\$4,461</b>	<b>\$1,146</b>	<b>\$47</b>	<b>\$11</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,265</b>



**MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)**

<b>TIP ID</b>	64-1401-19	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Carroll County	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.58 miles, 2 to 2 lanes
<b>CIP or CTP ID(s)</b>	CL3411	<b>Est. Total Cost</b>	\$33,515,000

**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 increased from \$31.23 million to \$33.515 million due to additional utility relocation activities.

**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)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$58
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$58</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58</b>



**MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$27	\$7	\$20	\$5	\$0	\$0	\$0	\$0	\$59
<b>Subtotal</b>	<b>\$27</b>	<b>\$7</b>	<b>\$20</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$59</b>
<b>Total</b>	<b>\$27</b>	<b>\$65</b>	<b>\$20</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$117</b>

### MD 86: Bridge Replacement over Gunpowder Falls

<b>TIP ID</b>	64-1701-13	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	CL2391	<b>Est. Total Cost</b>	\$8,550,000

**Description:**

The project will replace bridge no. 06019 along MD 86 (Lineboro Road) over the South Branch of Gunpowder Falls. A 5-foot minimum shoulder is planned on both sides of the road.

The estimated total cost increased by \$1.1 million due to additional surveying, signing, and excavation work.

**Justification:**

The existing bridge, built in 1929, 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).





**MD 86: Bridge Replacement over Gunpowder Falls**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$27	\$0	\$24	\$0	\$21	\$0	\$0	\$72
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	\$80	\$0	\$7	\$0	\$0	\$0	\$0	\$87
<b>Subtotal</b>	<b>\$0</b>	<b>\$107</b>	<b>\$0</b>	<b>\$31</b>	<b>\$0</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159</b>
<b>Total</b>	<b>\$0</b>	<b>\$107</b>	<b>\$0</b>	<b>\$31</b>	<b>\$0</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159</b>

**MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G**

<b>TIP ID</b>	65-1601-12	<b>Year of Operation</b>	TBD
<b>Agency</b>	SHA - Harford County	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.8 Miles
<b>CIP or CTP ID(s)</b>	HA3342	<b>Est. Total Cost</b>	\$10,600,000

**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.

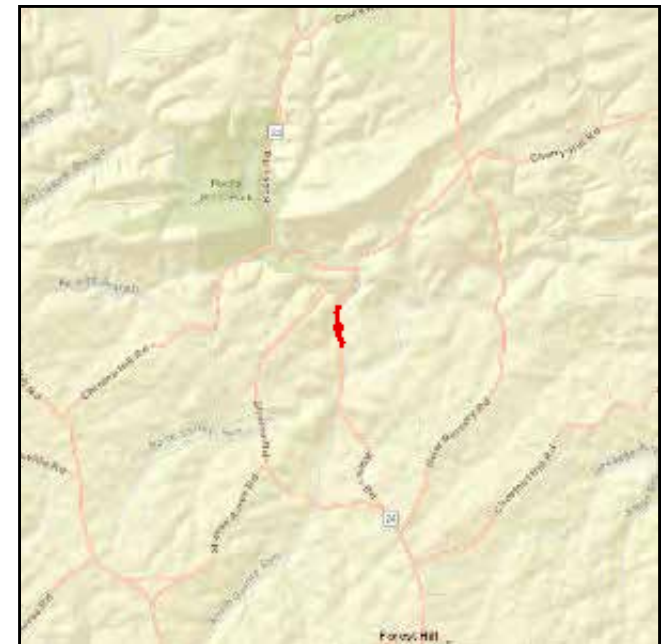
The estimated total cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$557	\$193	\$186	\$64	\$126	\$44	\$0	\$0	\$1,170
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$557</b>	<b>\$193</b>	<b>\$186</b>	<b>\$64</b>	<b>\$126</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,170</b>



**MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$182
<b>Subtotal</b>	<b>\$0</b>	<b>\$182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182</b>
<b>Total</b>	<b>\$557</b>	<b>\$375</b>	<b>\$186</b>	<b>\$64</b>	<b>\$126</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,352</b>



**MD 32: MD 108 to Linden Church Road**

<b>TIP ID</b>	66-1602-41	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 2.25 miles
<b>CIP or CTP ID(s)</b>	HO1411	<b>Est. Total Cost</b>	\$44,380,000

**Description:**

This project will widen MD 32 in both directions, from two lanes to a four lane divided roadway, from MD 108 to Linden Church Road. Howard County is contributing \$16.5 million in funding for construction of this project. The remainder of the project is state funded. The project opened to service in summer 2019. Right-of-way acquisition will be complete in fiscal year 2021.

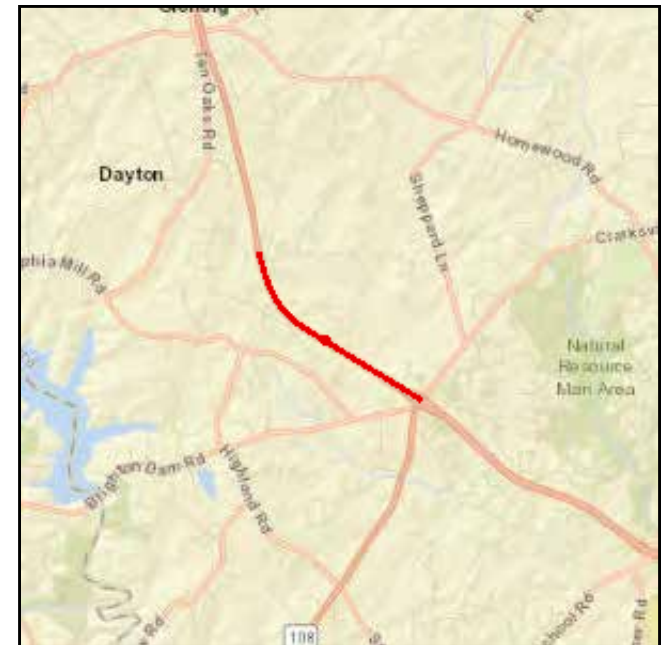
This project is segment 1 of the MD 32: MD 108 to I-70 corridor project that had TIP ID #66-1405-41 in previous TIPs.

**Justification:**

This 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.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**2021 - 2024 Transportation Improvement Program**

**MD 32: MD 108 to Linden Church Road**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$169
<b>Subtotal</b>	<b>\$0</b>	<b>\$169</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169</b>
<b>Total</b>	<b>\$0</b>	<b>\$169</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169</b>

### MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

<b>TIP ID</b>	66-1703-41	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 Lanes, 6.6 Miles
<b>CIP or CTP ID(s)</b>	HO7561	<b>Est. Total Cost</b>	\$126,825,000

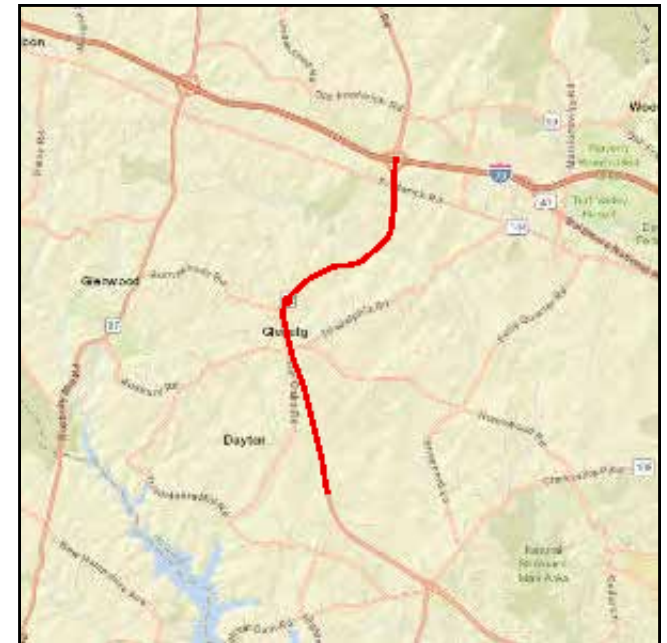
**Description:**

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, has TIP ID #66-1602-41. Road improvements are anticipated to be completed in 2022. The remaining funds in FY 2023 will complete right-of-way acquisition.

This project uses 100% federal funding for construction in FY 2021 and FY 2022 due to toll credits.

**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.



**2021 - 2024 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$32,555	\$0	\$26,852	\$0	\$0	\$0	\$0	\$0	\$59,407
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	\$2,624	\$307	\$1,343	\$357	\$702	\$197	\$0	\$0	\$5,530
<b>Subtotal</b>	<b>\$35,179</b>	<b>\$307</b>	<b>\$28,195</b>	<b>\$357</b>	<b>\$702</b>	<b>\$197</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,937</b>
<b>Total</b>	<b>\$35,179</b>	<b>\$307</b>	<b>\$28,195</b>	<b>\$357</b>	<b>\$702</b>	<b>\$197</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,937</b>

### I-95: Active Traffic Management

<b>TIP ID</b>	66-1801-41	<b>Year of Operation</b>	TBD
<b>Agency</b>	SHA - Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4.5 Miles
<b>CIP or CTP ID(s)</b>	HO7261	<b>Est. Total Cost</b>	\$31,800,000

**Description:**

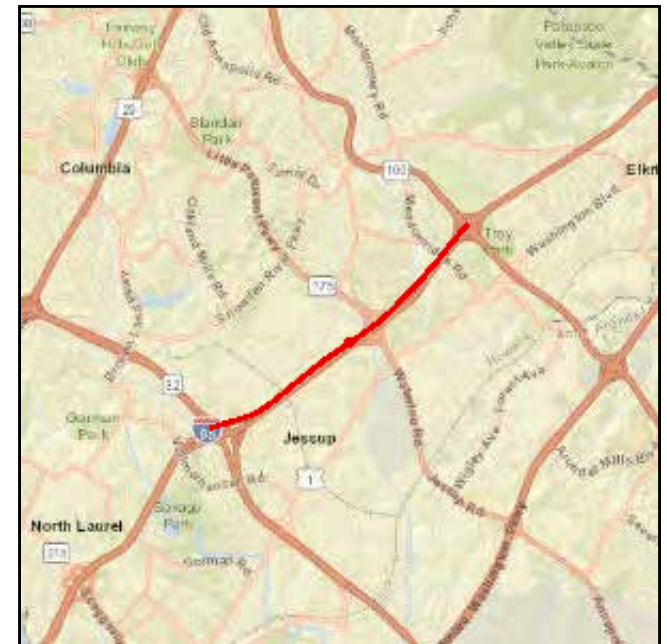
This project (formerly CTP# HONEW2) will construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100 in Howard County. This project is currently funded for partial preliminary engineering to the 30% design milestone only and would result in part-time capacity improvements. The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been determined.

**Justification:**

This project will address capacity and safety concerns along I-95 at closely spaced interchanges with higher than average crash rates.

**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.





**I-95: Active Traffic Management**

(Funding in Thousands)

**Other**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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	\$250	\$0	\$167	\$0	\$50	\$0	\$0	\$467
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$250</b>	<b>\$0</b>	<b>\$167</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$467</b>
<b>Total</b>	<b>\$0</b>	<b>\$250</b>	<b>\$0</b>	<b>\$167</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$467</b>

# **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**

**Zach Kaufman  
TIP Project Manager**



## CONTRIBUTORS OF INFORMATION

<b>AGENCY</b>	<b>CONTACT PERSON</b>
<b>ANNAPOLIS</b>	<b>Kwaku Duah</b> , Deputy Director, Department of Transportation
<b>ANNE ARUNDEL COUNTY</b>	<b>Ramond Robinson</b> , Transportation Officer
<b>BALTIMORE CITY</b>	<b>Graham Young</b> , Complete Streets Manager
<b>BALTIMORE COUNTY</b>	<b>Kevin Sabolcik</b> , Chief of Structural Design Section
<b>CARROLL COUNTY</b>	<b>Deborah Butler</b> , Chief of Bureau of Engineering
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Senior Transportation Planner
<b>HOWARD COUNTY</b>	<b>David Cookson</b> , Planning Manager
<b>QUEEN ANNE'S COUNTY</b>	<b>Steve Cohoon</b> , Public Facilities Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Dan Janousek</b> , Regional Planner
<b>Maryland Transit Administration (Commuter Rail and Transit)</b>	<b>Lara Bachman</b> , Capital Program Analyst, Capital Programming
<b>State Highway Administration</b>	<b>Tara Penders</b> , Assistant Division Chief, RIPD <b>Lisa Sirota</b> , Regional Planner, RIPD
<b>Maryland Transportation Authority</b>	<b>Russell Walto</b> , Planning & Community Relations Manager

# BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	<b>Hon. Gavin Buckley</b> Mayor	<b>Sally Nash, Director</b> Department of Planning & Zoning
ANNE ARUNDEL COUNTY	<b>Hon. Steuart Pittman</b> (Vice-Chair) County Executive	<b>Ramond Robinson, Transportation Officer</b> Office of Transportation Planning
CITY OF BALTIMORE	<b>Hon. Bernard C. "Jack" Young</b> Mayor	<b>Theo Ngongang, Deputy Director, Chief of Policy</b> Department of Transportation
BALTIMORE COUNTY	<b>Hon. John Olszewski, Jr.</b> County Executive	<b>Greg Carski, Bureau Chief</b> Traffic Engineering and Transportation Planning
CARROLL COUNTY	<b>Hon. Stephen Wantz</b> (Chair) County Commissioner	<b>Lynda Eisenberg, Director</b> Department of Planning
HARFORD COUNTY	<b>Hon. Barry Glassman</b> County Executive	<b>Alex Rawls, Senior Transportation Planner</b> Department of Planning & Zoning
HOWARD COUNTY	<b>Hon. Calvin Ball</b> County Executive	<b>Bruce Gartner, Administrator</b> Office of Transportation
QUEEN ANNE'S COUNTY	<b>Hon. Stephen Wilson</b> County Commissioner	<b>Steve Cohoon, Public Facilities Planner</b> Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	<b>Hon. Gregory Slater</b> Secretary	<b>Heather Murphy, Director</b> Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	<b>Gary Blazinsky</b> Administrator, Harford County Transit	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	<b>Hon. Ben Grumbles</b> Secretary	<b>Tad Aburn, Director</b> Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	<b>Hon. Rob McCord</b> Secretary	<b>Bihui Xu, Manager</b> Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	<b>Mr. Kevin Quinn</b> Administrator	<b>Kate Sylvester, Director</b> Planning & Capital Programming

## TECHNICAL COMMITTEE

<b>AGENCY</b>	<b>CONTACT PERSON</b>
<b>ANNE ARUNDEL COUNTY</b>	<b>Martha Arzu McIntosh</b> , Transportation Planner
<b>BALTIMORE CITY</b>	<b>Graham Young</b> , Complete Streets Manager
<b>BALTIMORE COUNTY</b>	<b>Angelica Daniel</b> , Project Engineer
<b>CARROLL COUNTY</b>	<b>Mary Lane</b> , Transportation Planner
<b>HARFORD COUNTY</b>	<b>Joel Gallihue</b> , Chief of Long-Range Planning
<b>HOWARD COUNTY</b>	<b>David Cookson</b> , Planning Manager
<b>QUEEN ANNE'S COUNTY</b>	<b>Steve Cohoon</b> , Public Facilities Planner
<b>CITY OF ANNAPOLIS</b>	<b>Kwaku Duah</b> , Deputy Director, Department of Transportation
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Dan Janousek</b> , Regional Planner
<b>Maryland Transit Administration</b>	<b>Zach Chissell</b> , Manager of Project Development
<b>State Highway Administration</b>	<b>Tara Penders</b> , Assistant Division Chief, RIPD
<b>Maryland Transportation Authority</b>	<b>Russell Walto</b> , Planning & Community Relations Manager
<b>MARYLAND DEPARTMENT OF THE ENVIRONMENT</b>	<b>Alexandra Brun</b> , Natural Resources Planner III
<b>MARYLAND DEPARTMENT OF PLANNING</b>	<b>Ken Choi</b> , 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 2021 – 2024 Transportation Improvement Program Prioritization**

<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Anne Arundel County Projects</b>														
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					
<b>Baltimore City Projects</b>														
Frederick Avenue Slope Stabilization Wall	X			X							X			X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	X			X				X		X				
Bush Street Bike Facility	X	X		X	X	X		X	X			X		X
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Eutaw Place Bike Facility	X	X		X	X	X		X	X			X		X
Wolfe/Washington Street Bike Facility	X	X		X	X	X		X	X			X		X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Wilkens Avenue Bridge over Gwynns Falls	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		X	X		X
Orleans Street Bridge over I-83 and City Streets	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
25 <sup>th</sup> Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 <sup>st</sup> Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Brehms Lane over Herring Run	X			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
Howard Street over I-83, CSX, Amtrak, and Jones Falls	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
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
Waterview Avenue over Ramp to 295	X			X							X			X
Harford Road Bridge over CSX	X			X							X			X
Capital Project Delivery Services				X									X	
Citywide Transportation Studies				X										
<b>Baltimore County Projects</b>														
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
Gunpowder Road Bridge No. B-0409	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

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			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
<b>Carroll County Projects</b>														
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
<b>Harford County Projects</b>														

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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 Brige #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
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Harford County Bridge Inspection Program	X			X										X
<b>Howard County Projects</b>														
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X	X	X		X	X		X	X		X
Guilford Road: US 1 to Dorsey Run Road	X		X	X	X	X		X	X		X			X
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X		X	X		X	X		X
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
Marriottsville Road and I-70 Bridge Improvements	X		X	X	X	X		X	X		X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
<b>Maryland Transportation Authority Projects</b>														
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							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							

<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-95 Fort McHenry Tunnel: Port Covington Access	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
<b>Maryland Port Administration Projects</b>														
Seagirt Marine Terminal Modernization: Birth Improvements				X			X							
Howard Street Tunnel	X			X		X	X							X
<b>Maryland Transit Administration Projects</b>														
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

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
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					
Towson Circulator	X	X	X	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
<b>Office of the Secretary Projects</b>														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	X	X	X	X		X	X	X	X					X
<b>SHA Projects – Regional</b>														
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
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	

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>SHA Projects – Anne Arundel County</b>														
MD 175: Mapes Rd and Reece Rd Intersection Reconstruction	X		X	X										X
MD 175: Disney Road to Reece Road	X		X	X	X	X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X	X	X					X	X		X
<b>SHA Projects – Baltimore County</b>														
I-695 at Cromwell Bridge Road – Drainage Improvement	X			X				X						
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	X		X	X							X	X		X
MD 140: Garrison View Road to Painters Mill Road – Phase 1	X		X	X							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
I-83: Bridge Replacement over Padonia Road	X			X										X
US 1: Bridge Replacement over CSX	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
<b>SHA Projects – Carroll County</b>														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X			X
MD 86: Bridge Replacement over Gunpowder Falls	X			X										X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>SHA Projects – Harford County</b>														
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
<b>SHA Projects – Howard County</b>														
MD 32: MD 108 to Linden Church Road	X		X	X										X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
I-95: Active Traffic Management	X		X	X			X			X				X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
<b>Agency</b>	<b>TIP ID</b>	<b>Project Name</b>	<b>TIP Evaluation Criteria</b> Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	<b>LRTP Goals</b>	<b>LRTP Performance Measures / Targets</b> 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 <sup>1</sup> Promote Prosperity and Economic Opportunity <sup>2</sup>	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 and access	Improve and Maintain Existing Infrastructure <sup>3</sup> Improve System Safety <sup>4</sup> 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 and 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 and 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

<sup>1</sup> Increase Mobility: Help people and freight to move reliably and efficiently.

<sup>2</sup> Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

<sup>3</sup> Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

<sup>4</sup> Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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 <sup>5</sup> Improve Accessibility <sup>6</sup> Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2105-39	Frederick Avenue Slope Stabilization Wall	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

<sup>5</sup> Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

<sup>6</sup> 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"> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>8. Enhances social, energy and environmental efforts</li> <li>10. Implements transportation system management strategies</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Increase Mobility</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Transit Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
Baltimore City	12-1701-04	Transportation Management Center Upgrade	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, or environmental efforts</li> <li>10. Implements transportation system management strategies</li> </ul>	<ul style="list-style-type: none"> <li>Increase Mobility</li> <li>Improve System Security<sup>7</sup></li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> </ul>
Baltimore City	12-2101-03	Bush Street Bike Facility	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy and environmental efforts</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy and environmental efforts</li> <li>11. Improves pedestrian safety &amp; access</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>

<sup>7</sup> Improve System Security: Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and man-made disasters.

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
Baltimore City	12-2103-03	Eutaw Place Bike Facility	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2104-03	Wolfe/Washington Street Bike Facility	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge 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 City	12-1403-13	Wilkins Avenue Bridge Over Gwynns Falls	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	12-1404-11	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 and 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	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	12-2001-11	25 <sup>th</sup> Street Rehabilitation from Greenmount Avenue to Kirk Avenue	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	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	12-2002-13	41 <sup>st</sup> Street over I-83, MTA Light Rail Tracks, and Jones Falls	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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making <sup>8</sup>	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2005-13	Brehms Lane over Herring 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	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	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	12-2008-13	Hanover Street 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	12-2009-13	Howard Street over I-83, CSX, Amtrak, and Jones Falls	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	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	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	12-2011-11	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

<sup>8</sup> Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	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	12-2015-13	Waterview Avenue over Ramp to 295	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	12-2106-13	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	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery
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	13-1005-13	Gunpowder Road Bridge No. B-0409	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 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	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over 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
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
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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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
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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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
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



<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	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 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	16-1405-41	Guilford Road: US 1 to Dorsey Run 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 Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-1407-46	MD 175 at Oakland Mills Road Interchange	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 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	16-1410-41	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 and 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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	16-2101-41	Marriottsville Road and I-70 Bridge Improvements	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 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	16-0436-13	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
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	25-1801-41	I-95 Express Toll Lane 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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	<p>3. Reduces congestion and prevents congestion in new areas</p> <p>7. Provides for connectivity of facilities within the region to facilities outside the region</p> <p>10. Implements transportation system management strategies</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Increase Mobility</p> <p>Improve System Safety</p> <p>Improve System Security</p>	<p>Highway Safety</p> <p>Pavement Condition</p> <p>Bridge Condition</p> <p>System Performance – Congestion</p> <p>System Performance – Reliability</p> <p>System Performance – Freight</p>
Maryland Port Administration	32-2001-83	Seagirt Marine Terminal Modernization: Berth Improvements	<p>7. Provides for connectivity of facilities within the region to facilities outside the region</p>	<p>Promote Prosperity and Economic Opportunity</p>	<p>System Performance – Freight</p>
Maryland Port Administration	32-2101-83	Howard Street Tunnel	<p>1. Preserves the regional transportation infrastructure</p> <p>6. Provides accessibility and/or intermodal connectivity among major destination</p> <p>7. Provides for connectivity of facilities within the region to facilities outside the region</p> <p>14. Enhances transportation safety</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Promote Prosperity and Economic Opportunity</p>	<p>System Performance – Congestion</p> <p>System Performance – Freight</p>
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	<p>1. Preserves the regional transportation system</p> <p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p> <p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>System Performance – Congestion</p> <p>System Performance – Emissions</p> <p>Transit Asset Management</p> <p>Transit Safety</p>
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	<p>1. Preserves the regional transportation system</p> <p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p> <p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>System Performance – Congestion</p> <p>System Performance – Emissions</p> <p>Transit Asset Management</p> <p>Transit Safety</p>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Transit	40-9501-05	Rural Transit Systems – Capital Assistance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> </ul>

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Transit	43-2101-67	Towson Circulator	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Increase Mobility</li> <li>Promote Prosperity and Economic Opportunity</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Commuter Rail	70-1502-54	MARC Improvements	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Commuter Rail	70-1503-55	MARC Facilities	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
Office of the Secretary	90-1401-39	State Safety Oversight	<ul style="list-style-type: none"> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Transit Safety</li> </ul>
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve System Safety</li> <li>Increase Mobility</li> <li>Promote Prosperity and Economic Opportunity</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>5. Implements Transportation Alternatives activities</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>11. Improves pedestrian safety &amp; access</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Pavement Condition</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
SHA: Areawide	60-9506-38	Areawide Environmental Projects	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 and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
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 and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA:Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and 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 and access 12. Improves bicycle safety and access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition



<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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 <sup>9</sup> Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1402-39	MD 175: Mapes Road and Reece Road Intersection Reconstruction	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 Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improve pedestrian safety & access 12. Improve 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
SHA: Anne Arundel County	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improve pedestrian safety & access 12. Improve 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
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	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard – Phase 2	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety & access	Improve Accessibility Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability

<sup>9</sup> Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
SHA: Baltimore County	63-1203-41	MD 140: Garrison View Road to Painters Mill Road – Phase 1	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety & access	Improve Accessibility Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
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 Bridge Condition 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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System 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
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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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: 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: Carroll County	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge 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: Howard County	66-1602-41	MD 32: MD 108 to Linden Church Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Howard County	66-1801-41	I-95: Active Traffic Management	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	Increase Mobility Improve System Safety	Highway Safety System Performance – Congestion System Performance – Reliability System Performance – Freight

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Rate of fatalities per 100 million vehicle miles traveled (VMT)</li> <li>• Number of serious injuries</li> <li>• Rate of serious injuries per 100 million VMT</li> <li>• Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle</li> </ul>
Pavement Condition	<ul style="list-style-type: none"> <li>• % of pavement on the interstate National Highway System (NHS) in good condition</li> <li>• % of pavement on the interstate NHS in poor condition</li> <li>• % of pavement on the non-interstate NHS in good condition</li> <li>• % of pavement on the non-interstate NHS in poor condition</li> </ul>
Bridge Condition	<ul style="list-style-type: none"> <li>• % of NHS bridges by deck area classified as in good condition</li> <li>• % of NHS bridges by deck area classified as in poor condition</li> </ul>
System Performance – Congestion	<ul style="list-style-type: none"> <li>• Annual hours of peak-hour excessive delay (PHED) per capita</li> <li>• % of non-SOV (single-occupancy vehicle) travel</li> </ul>
System Performance – Emissions	<ul style="list-style-type: none"> <li>• 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>]</li> </ul>
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> <li>• % of person-miles traveled on the interstate system that are reliable</li> <li>• % of person-miles traveled on the non-interstate NHS that are reliable</li> </ul>
System Performance – Freight	<ul style="list-style-type: none"> <li>• % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)</li> </ul>

<b>Long-Range Transportation Plan Performance Measures and Targets</b>	
Transit Asset Management	<ul style="list-style-type: none"> <li>• % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs)</li> <li>• % of revenue vehicles within an asset class that have either met or exceeded their ULBs</li> <li>• Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions</li> <li>• % 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.</li> </ul>
Transit Safety	<ul style="list-style-type: none"> <li>• Number of reportable fatalities and rate per total vehicle revenue miles</li> <li>• Number of reportable injuries and rate per total vehicle revenue miles</li> <li>• Number of reportable safety events and rate per total vehicle revenue miles</li> <li>• Mean distance between major mechanical failures</li> </ul>



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
Gregory Slater  
Secretary

April 13, 2020

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 2021-2024 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.state.md.us](mailto:tbyrne@mdot.state.md.us).

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 2021-2024 April 2020

#### 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 BR TB FY 2021-2024 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)**

	CURRENT YEAR 2020	BUDGET YEAR 2021	Planning Years				SIX - YEAR TOTAL
			2022	2023	2024	2025	
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>E</sup>	48.1	42.7	19.2	13.6	11.6	11.3	146.5
Motor Vehicle Administration	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Maryland Aviation Administration <sup>E</sup>	323.0	311.2	245.8	90.3	39.7	24.1	1,034.0
Maryland Port Administration <sup>E</sup>	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Maryland Transit Administration <sup>E</sup>	624.9	640.8	655.4	381.6	325.8	378.5	3,007.0
Washington Metropolitan Area Transit <sup>III</sup>	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
State Highway Administration <sup>A</sup>	1,764.9	1,579.9	1,324.5	1,262.6	1,164.2	1,029.9	8,126.0
<b>TOTAL CAPITAL</b>	<b>3,383.6</b>	<b>3,267.1</b>	<b>3,005.6</b>	<b>2,444.2</b>	<b>2,224.8</b>	<b>2,000.4</b>	<b>16,325.7</b>
Special Funds	1,695.2	1,467.1	1,335.0	1,154.1	1,095.8	1,000.0	7,747.3
Federal Funds	1,186.5	1,225.8	1,022.0	875.0	779.9	732.7	5,822.0
Other Funds <sup>F</sup>	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office	101.8	106.4	109.0	112.0	115.0	119.0	663.2
Motor Vehicle Administration	210.2	211.8	218.0	224.0	231.0	238.0	1,333.0
Maryland Aviation Administration	206.2	219.4	226.0	233.0	240.0	247.0	1,371.6
Maryland Port Administration	51.2	51.9	54.0	56.0	57.0	58.0	328.1
Maryland Transit Administration	888.1	942.8	971.0	1,118.0	1,183.0	1,211.0	6,313.9
Washington Metropolitan Area Transit	392.9	444.3	457.0	471.0	485.0	500.0	2,750.2
State Highway Administration	310.1	315.1	324.0	333.0	343.0	354.0	1,979.2
<b>TOTAL OPERATING</b>	<b>2,160.5</b>	<b>2,291.7</b>	<b>2,359.0</b>	<b>2,547.0</b>	<b>2,654.0</b>	<b>2,727.0</b>	<b>14,739.2</b>
Special Funds	2,052.4	2,185.5	2,253.0	2,441.0	2,548.0	2,621.0	14,100.9
Federal Funds	108.1	106.3	106.0	106.0	106.0	106.0	638.4
Other Funds <sup>F</sup>	-	-	-	-	-	-	-



	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2020	2021	2022	2023	2024	2025	
<b><u>AID TO LOCAL GOVERNMENTS</u></b>							
County and Municipal Program <sup>C</sup>	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
County and Municipal Capital <sup>D</sup>	71.8	71.8	71.8	71.8	77.8	77.8	442.8
<b>TOTAL AID TO LOCAL GOVERNMENTS</b>	<b>330.8</b>	<b>336.2</b>	<b>341.5</b>	<b>346.1</b>	<b>353.5</b>	<b>275.9</b>	<b>1,984.0</b>
Special Funds	265.0	270.3	275.6	280.2	281.0	203.6	1,575.7
Federal Funds	65.9	65.9	65.9	65.9	72.5	72.3	408.4
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Debt Service Requirements <sup>F</sup>	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
Special Funds	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
<b><u>DEPARTMENT TOTAL</u></b>	<b><u>5,808.9</u></b>	<b><u>5,974.7</u></b>	<b><u>5,826.6</u></b>	<b><u>5,491.2</u></b>	<b><u>5,352.8</u></b>	<b><u>5,217.4</u></b>	<b><u>33,761.6</u></b>
Special Funds	4,102.4	4,068.5	4,050.0	4,095.1	4,117.8	4,111.0	24,544.9
Federal Funds	1,294.6	1,332.1	1,128.0	981.0	885.9	838.7	6,460.4
Other Funds	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4

<sup>A</sup> - Includes county and municipal transfer funds from federal and state government, as well as highway user revenues.

<sup>B</sup> - Capital Program WMATA grants line includes federal funds received by WMATA directly.

<sup>C</sup> - County and municipal transfer funds from federal and state government are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

<sup>D</sup> - County and municipal capital (highway user revenues) are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

<sup>E</sup> - "Other" funds are included in the totals for TSO, MPA, MTA, MAA and WMATA.

<sup>F</sup> - Debt service for County Bonds is not included in FY 2022-2025

<sup>G</sup> - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MDTA) funds, Certificates of Participation (COPs), General funds, CSX funds, county participation, and federal funds received by WMATA directly.

**SUMMARY OF FEDERAL AID OBLIGATIONS  
(5 MILLIONS)**

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2020-FY 2025 CTP/STP:

	Federal Fiscal Year					<b>TOTAL</b>
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024 - 25</u>	
National Highway Performance Program (NHPP)	311.5	321.2	366.4	361.5	506.8	1,867.4
Surface Transportation Program (STP)	213.2	199.0	177.9	114.3	269.4	973.8
Congestion Mitigation /Air Quality (CMAQ)	63.6	57.1	54.5	51.8	97.6	324.6
Highway Safety Improvement Program (HSIP)	64.5	58.3	35.2	31.0	24.0	213.0
Statewide Planning & Research (SPR)	8.2	8.1	8.1	8.0	16.4	48.8
Transportation Alternative Program (TAP)	31.7	13.5	12.3	13.5	16.6	87.6
Special Federal Appropriations	38.3	43.6	14.0	-	-	95.9
NHHP Exempt	39.9	9.7	9.9	10.1	20.8	90.4
New Starts, Fixed Guideway, Modernization & Bus	297.9	301.5	276.1	188.8	389.1	1,453.4
Elderly and Persons with Disabilities	3.7	3.8	3.9	3.9	8.1	23.4
Rural Area Formula	<u>7.1</u>	<u>7.3</u>	<u>7.4</u>	<u>7.5</u>	<u>15.5</u>	<u>44.8</u>
<b>TOTALS</b>	1,079.6	1,023.1	965.7	790.4	1,364.3	5,223.1

**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
1999	551	276	821	760	1,601
1999	591	268	859	773	1,632
1999	677	187	764	652	1,306
1999	636	254	692	418	1,110
1999	689	279	908	393	1,301
1999	709	400	1,109	407	1,606
1999	784	391	1,175	466	1,640
1999	776	417	1,187	393	1,680
1999	808	461	1,269	411	1,676
1999	888	516	1,383	490	1,803
2000	913	476	1,399	456	1,644
2001	979	678	1,657	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,166	620	1,776	772	2,550
2004	1,176	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	763	2,828
2007	1,306	724	2,126	701	2,821
2008	1,408	788	2,204	688	2,894
2009	1,527	974	2,501	388	2,889
2010	1,693	967	2,640	276	2,916
2011	1,646	908	2,466	376	2,781
2012	1,672	1,066	2,666	366	3,034
2013	1,638	1,164	2,792	418	3,208
2014	1,643	1,324	3,187	477	3,644
2016	1,959	1,436	3,297	603	3,900
2016	1,917	1,369	3,306	606	4,112
2017	1,947	1,660	3,607	1,123	4,630
2018	2,030	1,680	3,610	1,071	4,681
2019	2,080	1,667	3,637	1,066	4,642
2020	2,131	1,476	3,606	687	4,293
2021	2,161	1,391	3,672	483	4,066
2022	2,264	1,449	3,713	400	4,113
2023	2,464	1,284	3,738	560	4,298
2024	2,692	1,269	3,861	640	4,501
2026	2,896	1,332	4,228	571	4,800
2028	2,811	1,408	4,219	603	4,822
2027	2,924	1,490	4,414	639	5,063
2028	3,043	1,676	4,619	676	5,296
2029	3,176	1,661	4,837	712	5,549
2030	3,313	1,688	5,011	668	5,679
2031	3,451	1,732	5,183	614	5,797
2032	3,697	1,766	5,363	1,030	6,393
2033	3,764	1,892	5,656	1,146	6,702
2034	3,911	1,936	5,749	1,270	7,020
2036	4,079	1,974	6,053	1,416	7,369
2036	4,267	1,912	6,180	1,669	7,726
2037	4,433	1,950	6,383	1,721	8,104
2038	4,633	1,989	6,622	1,679	8,301
2038	4,837	2,029	6,866	2,062	8,918
2040	5,042	2,070	7,112	2,242	9,354
2041	5,266	2,111	7,369	2,444	9,813
2042	5,476	2,163	7,628	2,667	10,295
2043	5,717	2,188	7,913	2,888	10,802
2044	5,983	2,240	8,203	3,131	11,334
2046	6,228	2,285	8,513	3,383	11,896

MDOT - Office of Finance  
16 Aug 17

# BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2016	86.4%



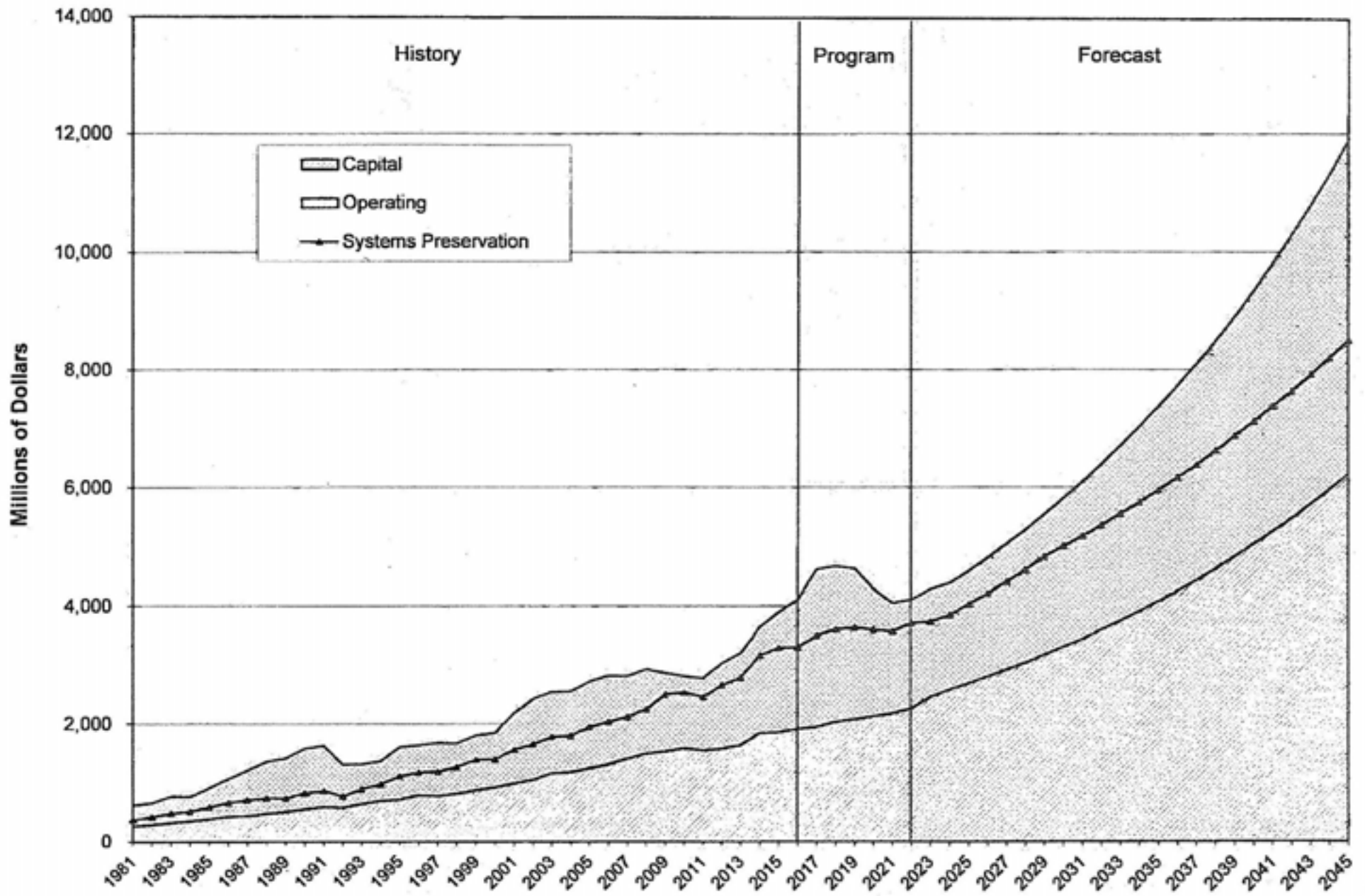
Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%



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
<b>Total '23-'46</b>	<b>34,848</b>	<b>30,116</b>	<b>571</b>	<b>30,687</b>	<b>12,363</b>	<b>12,363</b>
<b>Total '14-'45</b>	<b>41,503</b>					<b>13,511</b>

MDOT - Office of Finance  
18-Aug-17

## MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast







Anne Arundel County Government  
2664 Riva Road, 3<sup>rd</sup> Floor – MS-6600  
Annapolis, MD 21401  
410-222-7440

April 13, 2020

Mr. Todd Lang, Transportation Planning Director  
Baltimore Regional Transportation Board  
1500 Whetstone Way Suite 300  
Baltimore, Maryland 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 2021-2024 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 source 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 2021-2024 TIP projects are financially reasonable at the current time of the letter.

If you have any questions, please contact me at (410) 222-3294.

Sincerely,

  
Raymond Robinson  
Director

cc: Pete Baron, Director, Government Relations  
Chris Phipps, Director, Public Works  
Brian Ulrich, Planning Administrator  
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE

BERNARD C. "JACK" YOUNG, Mayor



DEPARTMENT OF TRANSPORTATION

Steve Sharkey, Director  
417 E. Fayette Street, 5<sup>th</sup> Floor  
Baltimore, Maryland 21202

April 8, 2020

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 2021 to FY 2024.

The FY 2021-2026 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 5, 2020 and Board of Finance on March 23, 2020. The capital budget for FY 2021 – 2026 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 2021 - 2024 Baltimore City TIP. Prior appropriations combined with projected Highway User Revenue/MDOT County Transportation Revenue Bond 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  
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT  
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT



JOHN A. OLSZEWSKI, JR.  
County Executive

STEVEN A. WALSH, Director  
Department of Public Works

April 9, 2020

Mr. Todd Lang, Director  
Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Re: 2021-2024 Transportation Improvement Program  
Baltimore County Financial Commitment

Dear Mr. Lang:  
*Todd*

Baltimore County's portion of the 2021-2024 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/Agencies/executive/temp\\_archive/budget-message/budgetmessageFY19/BudgetDetailsfy19.pdf](https://www.baltimorecountymd.gov/Agencies/executive/temp_archive/budget-message/budgetmessageFY19/BudgetDetailsfy19.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 Planning Unit at 410-887-3554 or via email at [ssneed@baltimorecountymd.gov](mailto:ssneed@baltimorecountymd.gov).

Sincerely,

Steven A. Walsh, P.E.,  
Director

S:AW; TK:JP:KJS

cc: D'Andrea Walker, Deputy Director, Transportation, Baltimore County DPW  
Greg Carski, Chief, Bureau of Traffic Engineering  
Samuel Sneed, Planner, Transportation, Bureau of Traffic Engineering

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**Lynda D. Eisenberg**  
Director  
Department of Planning

410-386-5145, fax 410-386-8978  
Toll-free 1-888-302-8978  
MD Relay service 7-1-1/800-735-2258



**Mary S. Lane**  
Planning Manager

Carroll County Government  
225 North Center Street  
Westminster, Maryland 21157  
email: [ceplanning@carrollcountymd.gov](mailto:ceplanning@carrollcountymd.gov)

April 7, 2020

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 2021-2024 Transportation  
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2021-2024 TIP comprises ten (10) projects to replace or rehabilitate County-maintained bridges and a bridge inspection program for County-owned and maintained structures. One (1) of the bridge projects, and the bridge inspection program, are included as capital projects in FY 2020-2025 CIP. The proposed FY 2021-2026 CIP includes seven (7) bridge projects as capital projects in the proposed CIP. 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 me at (410) 386- 5145 ([leisenberg@carrollcountymd.gov](mailto:leisenberg@carrollcountymd.gov)).

Sincerely,

Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works  
Doug Brown, Deputy Director, Department of Public Works  
Christopher Letnaunchyn, Chief, Bureau of Engineering

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE  
**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**BRADLEY F. KILLIAN**  
DIRECTOR OF PLANNING & ZONING

April 6, 2020

Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

RE: Harford County's 2021-2024 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2021-2024 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](http://www.harfordcountymd.gov)  
220 South Main Street, Bel Air, Maryland 21014

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Todd Lang  
Baltimore Metropolitan Council  
April 6, 2020  
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 2020 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, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Keffian,  
Director of Planning and Zoning

AR/jf

cc: The Honorable Barry Glassman, Harford County Executive  
Joseph J. Siemek, Director, Department of Public Works  
Gary Blazinsky, Administrator, Harford LINK  
Jenny B. King, 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](mailto:bgartner@howardcountymd.gov)  
FAX 410-313-1655  
TDD 410-313-2323

April 14, 2020

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council Office @ McHenry Row  
1500 Whelstone 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 2021-2024 TIP are for bridge repairs and projects throughout the county. The Regionally Significant Projects include:

- Dorsey Run Road reconstruction from MD 175 south to the CSX Railroad spur crossing
- Guilford Road reconstruction from US 1 to Old Dorsey Run Road
- Marrotsville Road Widening and I 70 Bridge Improvements
- MD 175 interchange at Oakland Mills Road
- Route 29 - Broken Land Parkway interchange and North South Connector Road
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road

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 2021
- Project Pages from Howard County Executive Proposed Capital Budget Fiscal Year 2021
- 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: Lonnice Robbins, Chief Administrative Officer  
Sameer Sidh, Chief of Staff  
James Irvin, Director, Howard County Department of Public Works  
Amy Gowan, Planning Director Howard County Department of Planning and Zoning

# **APPENDIX C**

## **SELF-CERTIFICATION**



**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #21-04**

**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, Harford 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);

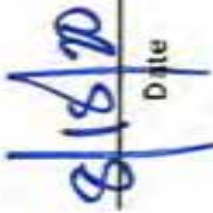
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 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

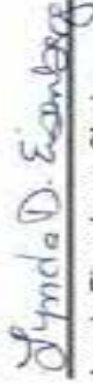
**NOW, THEREFORE, BE IT RESOLVED** the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

**WE HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its August 25, 2020 meeting.

8/25/2020

Date

  
Date



Lynda Eisenberg, Chair  
Baltimore Regional Transportation Board



Greg Slater, Secretary  
Maryland Department of Transportation

## BALTIMORE REGIONAL TRANSPORTATION BOARD 2020 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 Harford 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 Urban Area 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:

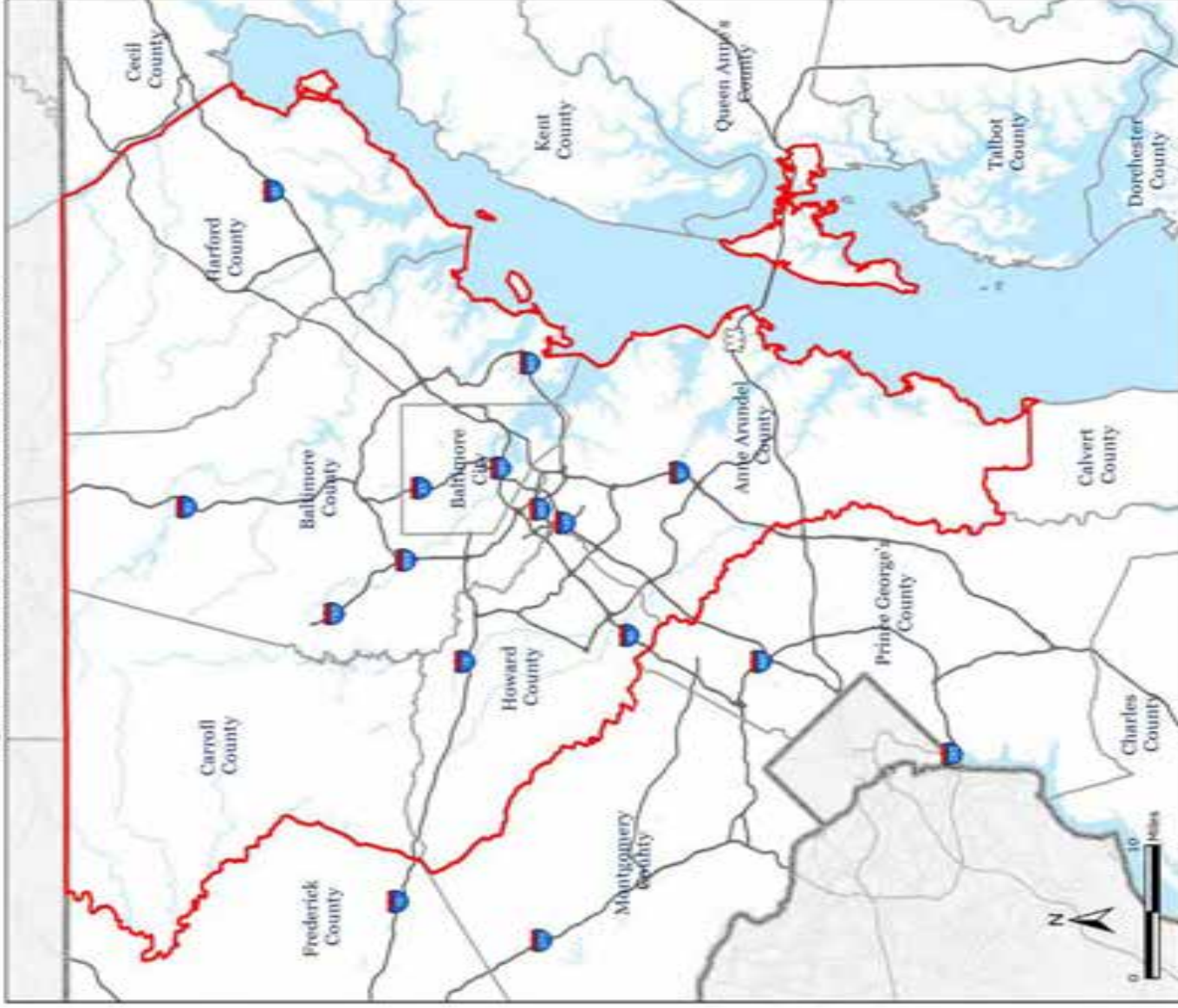
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- 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 L RTP 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.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 21 to date. 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

Five highway safety measures and targets (adopted in January 2018 and updated in January 2019 and January 2020): (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 + non-motorized 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): (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): total emissions reduction; 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 [Note: *the BRTB region is in nonattainment only with respect to ozone*].

Four measures and targets to assess pavement condition (adopted in October 2018): (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) 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 (LOTTTR) (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: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR) (adopted in October 2018)

Chapter 5 of *Mazimize2045* provides additional information on these adopted performance measures and targets.

The remaining four performance targets, yet to be set, relate to transit safety. Federal regulations stipulate that transit providers have until 1 year following publication of the final transit safety



rule (i.e., until July 20, 2020) to develop transit safety plans and establish transit safety targets. Following MDOT MTA adoption of the state targets in 2020, the BRTB will have 180 days in which either to adopt the state's transit safety targets or to set its own regional targets. The following bullet gives information about the transit safety measures and targets:

Four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures.

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.

#### *Public Participation Plan*

The Public Participation Plan (PPP) for the Baltimore region, approved in 2018 in accordance with the FAST Act, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders. This document is available in Spanish.

BMC staff made several changes in the 2018 Public Participation Plan to reflect changes in law and regulations as well as comments from the Public Advisory Committee and the public at large. These changes are summarized below:

#### Change #1: Updated list of interested parties to meet current regulations

Recent updates to federal metropolitan transportation planning regulations expanded the list of interested parties that an MPO must engage:

##### Public ports

Private providers of transportation, including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program

##### Travel and tourism agencies

Officials responsible for natural disaster risk reduction

BMC staff has added these interested parties to the PPP. Throughout the past several years, representatives of these interested parties have presented information to the Technical Committee and to the BRTB on topics related to regional transportation issues.

Change #2: Updated process for making amendments to the TIP and long-range transportation plan.

Any project proposed for inclusion in the TIP or Plan that requires a conformity assessment will automatically trigger a 30-day public review and public meeting.

All amendments, regardless of 30-day review, will go to the Technical Committee and BRTB for consideration and approval. A resolution with project information will be available online for the public to view 6 weeks prior to a BRTB vote.

The Executive Committee will continue to review and approve Administrative Modifications (minor amendments).

Change #3: Minor updates – For example, adding Queen Anne’s County.

#### *Public Advisory Committee*

The BRTB conducts various activities to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the LRTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff coordinate monthly meetings of the PAC and its two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Environmental Justice and transportation equity, BMC’s travel demand model, BaltimoreLINK, MDOT MTA’s mobility program, the Baltimore Bike Share program, final rules for performance measures (covering system condition and system performance), *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

#### *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:

- surveys to evaluate public opinion of its plans and programs
- notification of new comment periods and events posted on BMC website (over 5,500 followers on social media; emails to over 600 interested parties)
- organizing the “What’s on Tap?” event series featuring well known speakers about technology and other related issues facing the region
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face
- translation of the PPP and a summary of the LRTP and TIP into Spanish
- publication of *B’more Involved* in a *COG Quarterly* e-newsletters, distributed to over 2,600 subscribers each and cross posted on Facebook and Twitter.
- cross posting of e-newsletters and press releases on social media and on the BMC website at [www.balto.metro.org](http://www.balto.metro.org).

#### **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 28, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program. 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 accomplishments include:

- evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information. The complaint form is available in Spanish.
- completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #19-23, the Limited English Proficiency Plan. This document is available in Spanish.
- developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region. This document is available in Spanish.
- initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.

Since the approval of the Title VI program through Resolution #19-22, the BRTB and BMC staff have conducted or participated in several events. Information follows:

- BMC staff participated in an EJ peer exchange held as part of the 2019 AMPO conference on October 22, 2019.

- Reviewed EJ analysis methods utilized by other MPOs and reports from state and federal agencies throughout the calendar year.

- Evaluated DBE participation for FY 2020; and adopted a DBE participation goal (31.7%) for FY 2020, via BRTB Resolution #20-14.

- Participated in a daylong MACO event titled: Policy Applications of a Racial Equity Lens, Creating More Equitable Policies for an Economically Vibrant Maryland.

#### **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 attended an FHWA workshop on Environmental Justice in September 2018. This workshop presented information on federal requirements and best practices relative to EJ from state DOTs and MPOs around the country. As noted in subsequent sections, staff incorporated some of these best practices in analyzing the potential EJ effects of projects in the long-range transportation plan and the Transportation Improvement Program.

#### **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 Baltimore region transportation planning work scope. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2021 Addendum to the Baltimore Region FY 2020-2021 UPWP in May 2020.

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 2021 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$8,901,750.

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. However, the Federal Review Team recommended during the 2016 certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. 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 LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, 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 LRTP 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 LRTP, 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: A Performance-Based Transportation Plan*," the current regional long-range transportation plan, 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 given 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:

- 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. During FY 2021, tasks to be covered in developing the next long-range plan include:

- reviewing and, potentially, updating regional goals and strategies
- adopting updated performance targets, as applicable according to federal due dates

As part of the first task for FY 2021, BMC staff and the Technical Committee are reviewing and making recommendations for updates to the regional goals and strategies. 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.

#### **FY 2021-2024 TIP**

The BRTB and its Technical Committee reviewed the projects proposed for the 2021-2024 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. In addition, a presentation of the draft TIP was provided to the Public Advisory Committee. 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 2021-2024 TIP is approximately \$4.26 billion. Federal funds account for \$2.46 billion of this total, with local and state matching funds accounting for the remaining \$1.8 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 2021-2024 TIP Financial Considerations*

As noted, the 2021-2024 TIP uses current and available revenue sources listed in the 2020-2025 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 2021-2024 TIP and Performance-Based Planning and Programming*

As required by the FAST Act, the 2021-2024 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 2021-2024 TIP Public Outreach and Engagement*

The public review period for the draft FY 2021-2024 TIP and the associated draft Air Quality Conformity Determination took place from June 16 through July 17, 2020. 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 new tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, fax, and Twitter.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held two virtual public meetings: Thursday, July 9 from 6:00 to 6:45 p.m. and Tuesday, July 14 from 12:30 to 1:15 p.m.

#### **Air Quality Conformity – Maximize2045 and FY 2021-2024 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 2021-2024 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 2020, 2030, 2040, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2021-2024 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 2021 is 31.7% (approved through Resolution #20-14). 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.

The BRTB participates in the Regional Procurement Diversity Expo, "Meet the Primes," which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee, a subcommittee of the BMC. The most recent Expo took place in October 2019. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors.

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 Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now 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 are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

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. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

#### **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.baltimoremetro.org](http://www.baltimoremetro.org).

#### *1999 - Baltimore Region Elderly Travel Study*

This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since confirmed by other elderly travel studies.

#### *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. Part of the series "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](http://www.baltometro.org).

*Coordinated Public Transit – Human Services Transportation Plan*  
The BRTB collaborated with MDOT MTA 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 August 2019 a regional workshop provided a forum for stakeholders to discuss and update the transportation needs in the 2015 Plan. Strategies for how to best serve the needs of seniors and the disabled as well as the low-income employed were finalized at in October 2019. 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*  
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.

*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.

*Action in Maturity (AIM)*

AIM 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 2021 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2020-2025 CONSOLIDATED TRANSPORTATION PROGRAM**

<b>Jurisdiction</b>	<b>Route</b>	<b>Termini</b>	<b>Description of Improvements</b>
<b>Areawide Transportation Alternatives Projects (60-9903-29)</b>			
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		Langdon, near Westminster Avenue	Stormwater management facility construction
Harford County		Aberdeen MARC Station - Polk Street to East Bel Air Avenue	Bicycle and pedestrian improvements
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
<b>Areawide Environmental Projects (60-9506-38)</b>			
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 Fall 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
<b>Areawide Congestion Management Projects (60-9504-04)</b>			
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
Howard County	MD 32	MD 32 at Broken Land Parkway	Park and ride lot expansion
Regional	Various	CHART Systems Development – operating software upgrades	Technology improvements

<b>Areawide Safety and Spot Improvement (60-9508-19)</b>			
Baltimore County	MD 43	At Honeygo Boulevard	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
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
Regional	Various	Various	Modification, reconstruction, and installation of traffic signals
<b>Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)</b>			
Anne Arundel County	Various	Bridges 0200405, 0200406, 0206100, 0213400, 0216100, 0217700, and 0222800	Cleaning and painting
Baltimore County	MD 146	Structures 03189X0, 03190X0, and 03192X0	Replacement of small structures over drainage ditches
Baltimore County	I-70	Bridge 0323900 over Ingleside Avenue	Deck replacement
Baltimore County	I-70	Bridges 0322903 & 0322904 on I-70 East Bound & I-70 West Bound over Patapsco River & CSXT	Parapet rehabilitation
Baltimore County	I-695	Bridges 0329005 and 0329006	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
<b>Areawide Resurfacing and Rehabilitation Projects (60-9501-11)</b>			
Anne Arundel, Carroll and Howard Counties	Various	Various	Sidewalk upgrades
Anne Arundel, Carroll, Howard and Queen Anne's Counties	Various	Various	Pavement markings
Baltimore and Harford Counties	Various	Various	Patching and resurfacing Interstate and NHS roadways



Howard County	MD 32	At Dorsey Run Road interchange	Resurfacing
Howard County	I-95	Baltimore County Line to MD 100	Resurfacing
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
12-1606-12	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
12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	Baltimore City	2027	Highway Preservation	Bridge repair/deck replacement
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
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
16-1409-42	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
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	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	SHA	2034	Highway Capacity	Roadway Widening
63-0803-46	I-795: Dolfield Boulevard Interchange	SHA	2040	Highway Capacity	New Interchange
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	SHA	NA	Highway Capacity	Roadway widening
66-1406-41	US 29: Middle Patuxent River to Seneca Driver – Phase 2	SHA	2030	Highway Capacity	Roadway widening

# APPENDIX F

## FY 2020-2023 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

## Summary of 2020 – 2023 TIP Amendments and Administrative Modifications

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 for the engineering phase in FY 2020. This is not a new project phase as engineering funds were first obligated in FY 2017. Anne Arundel County's initial design estimate was based on averaging the costs of recent similar designs. The anticipated costs to complete design are in excess of the original estimates, necessitating additional funds to complete design. FY 2020 STBG funds are added in the amount of \$293,000 along with \$73,000 in matching funds. Funding in the TIP increases from \$1.038 million to \$1.404 million. The estimated total cost of the project increases from \$1.609 million to \$1.901 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 planned on both sides of the road.  Engineering funds were first included in FY 2017.  <b>Conformity Status:</b> Exempt	Admin Mod: 8/2/19
12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	Baltimore City	This amendment adds the project to the 2020-2023 TIP using \$3.7 million in Section 1702 High Priority Project funds along with \$925,000 in matching funds. The project had been in the 2019 TIP, but must now be added to the 2020-2023 TIP due to delays in the approval process.	The Hanover Street Bridge is a thirty-seven span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen open spandrel arch spans, and twenty arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five lanes of traffic, two in each direction with an alternating direction center lane. This work will include the design and construction of the rehabilitation of the concrete bridge deck for the Hanover Street Bridge over the Middle Branch. The design work occurred in FY19, with construction of the rehabilitation scheduled to begin in FY20.  <b>Conformity Status:</b> Exempt	Amendment approved by Executive Committee: 9/24/19
12-1404-11	Belair Road Complete Streets	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2020 Eng and FY 2023 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 Eng and FY 2024 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave. Phase I, which includes the intersection of Belair Rd and Frankford Avenue, advertised for construction in FY19.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>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.</p> <p>Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 11/1/19
12-2012-11	Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>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.</p> <p>A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue.</p> <p><b>Conformity Status:</b> Not Exempt</p>	Admin Mod: 11/1/19
12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	Baltimore City	FHWA directed Baltimore City to change the source of federal funds from the Surface Transportation Block Grant Program (STBG) to the National Highway Performance Program (NHPP). The project scope and amount of funding remain unchanged.	<p>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.</p> <p>ADA compliant sidewalks will be added where there are no existing sidewalks.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 11/1/19
40-9502-05	Small Urban Transit Systems - Capital Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used for preventive maintenance and four heavy duty bus replacements in Carroll County. Section 5307 funds decrease in the amount of \$40,000 along with a decrease of \$10,000 in matching funds. Section 5339 funds decrease in the amount of \$4,000 along with a decrease of \$1,000 in matching funds. Total funding in the TIP decreases from \$1.6 million to \$1.545 million.	<p>Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System, Anne Arundel County and Howard County.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1603-61	Urban Transit Systems - Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2020 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. These funds will be used to provide continued operating assistance in Harford County. Funds increase in the amount of \$488,000 federal along with \$488,000 in matching funds. Total funding in the TIP increases from \$13.008 million to \$13.984 million.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/1/19
60-9310-13	Areawide Bridge Replacement and Rehabilitation	State Highway Administration	This administrative modification adds federal and state funds for the engineering phase in FY 2020 and FY 2021. The admin mod adds \$1 million (\$800,000 federal/\$200,000 matching) in NHPP and state funds in FY 2020 and FY 2021. It also adds \$2 million (\$1.6 million federal/\$400,000 matching) in STBG and state funds in FY 2020 and FY 2021. Total funding in the TIP increases from \$148.4 million to \$154.4 million. These funding changes are necessary to accommodate bridge inspection programs committed in FY 2020 and FY 2021.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/1/19
60-9504-04	Areawide Congestion Management	State Highway Administration	This administrative modification adds federal STBG and state matching funds (\$4 million federal/\$1 million matching) to the engineering phase in each of FY 2020 and FY 2021. It also shifts \$2 million (\$1.6 million federal/\$400,000 matching) in construction phase funds from STBG to NHPP. Total funding in the TIP increases from \$93.8 million to \$103.8 million. These funding changes are needed to accommodate CHART expenditures and the installation of dynamic message signs throughout the state.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/1/19
60-9508-19	Areawide Safety And Spot Improvements	State Highway Administration	This administrative modification shifts a total of \$1 million (\$800,000 federal/\$200,000 matching) in right-of-way funds from NHPP to STBG. Total funding in the TIP is unchanged at \$239.6 million. The shift in funding is needed to accommodate the increased right-of-way cost for geometric improvements to MD 103 between US 29 and the Long Gate Shopping Center entrance.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/1/19

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	State Highway Administration	This amendment adds a new project to the 2020-2023 TIP. The project will be added to the final MDOT FY 2020-2025 Consolidated Transportation Program as a major project and has an estimated total cost that exceeds the threshold for inclusion in the Areawide Bridge Replacement and Rehabilitation TIP project. The estimated total cost of the project is \$12.704 million. Of this amount, \$1.976 million was programmed in FY 2019 under the Areawide Bridge Replacement and Rehabilitation project. The remaining \$10.728 million in federal NHPP and state matching funds are being added to the 2020-2023 TIP as a part of this amendment.	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).  <b>Conformity Status:</b> Exempt	Resolution #20-7: 11/26/2019
40-2001-62	Access and Mobility Partnership	Maryland Transit Administration	This amendment adds \$240,000 in FTA Section 5312(b) Human Services Coordination Research Program funds along with \$60,000 in state matching funds to the 2020-2023 TIP. MDOT MTA was awarded funds from this discretionary grant program to improve paratransit rider experience and coordination between agencies.	MDOT MTA will incorporate technology solutions and enhance coordination between agencies to provide more options for paratransit riders, including fixed route and taxi access alternatives. MDOT MTA will utilize a customizable module for paratransit software, which presents fixed route alternative options to paratransit riders. This module utilizes real-time data to provide information on fixed route alternatives to persons requesting paratransit rides and assists with ensuring the comparability of paratransit rides to the fixed route alternatives.  <b>Conformity Status:</b> Exempt	Resolution #20-8: 11/26/2019
40-1602-05	Urban Transit Systems - Capital Assistance	Maryland Transit Administration	This amendment updates FTA Section 5307 and 5339 funds in FY 2020 to reflect the difference between estimated and actual budgetary needs in Harford County. Section 5307 funds increase in the amount of \$1.139 million along with an increase of \$285,000 in matching funds. These funds will be used to provide four small replacement buses, two heavy duty replacement buses, replacement tablets and docks and preventive maintenance. Section 5339 funds increase in the amount of \$197,000 along with an increase of \$50,000 in matching funds. These funds will be used for the replacement of one heavy duty bus. Total funding in the TIP increases from \$3.328 million to \$4.999 million.	Capital assistance for the purchase of vehicles, equipment, and facilities for Harford County (Harford County Transportation Services).  <b>Conformity Status:</b> Exempt	Resolution #20-8: 11/26/2019



TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
63-2001-13	MD 151/MD 151B: Bridge Replacements	State Highway Administration	This amendment increases funding for the construction phase from \$20 million to \$30 million. The increase in construction funds is necessary to accommodate increased truck loads, additional fill to avoid significant settlement, and the treatment and disposal of hazardous soils at the site. In addition, bridge no. 0335100 has transitioned from a deck replacement to a full replacement. Federal Surface Transportation Block Grant Program funds increase by \$8.401 million along with an increase of \$1.599 million in state matching funds. Funding in the TIP increases from \$20.322 million to \$30.322 million.	This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B.  <b>Conformity Status:</b> Exempt	Resolution #20-11: 1/28/2020
70-1503-55	MARC Facilities	Maryland Transit Administration	This administrative modification updates FTA Section 5337 funds to reflect FY 2020 funds not originally accounted for during the FY 2020-2023 TIP call for projects. These funds will be used to procure and begin construction of the Riverside heavy maintenance facility and to fund repairs and renovations at the MARC BWI facility. Funds increase in the amount of \$7.8 million federal along with \$1.95 million in matching funds. Total funding in the TIP increases from \$80.919 million to \$90.669 million.	1) Procure Riverside maintenance facility, which CSX has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. MTA & CSX are jointly working with MDE to remediate hazardous material contamination. 2) Design and engineering for BWI MARC/Amtrak facility renovation and improvements. This work involves station improvements and new canopies. 3) MARC Martin State Airport – Purchase private property & construct two additional storage tracks. 4) Construction of Riverside heavy maintenance facility.  Note: In addition to the matching funds listed, MTA has committed \$4.5 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/28/20
15-1101-13	Chestnut Hill Bridge #40	Harford County	This administrative modification updates federal STBG funds in FY 2020. Construction phase funds increase by \$200,000 (\$160,000 federal/\$40,000 matching) to reflect recent increases in contractor bids on similar projects for items such as maintenance of stream flow, bridge foundations, and rip rap stone for scour protection. The construction work will also include \$123,000 in utility relocation work (\$98,000 federal/\$25,000 matching). These funds are added under the Other phase. Total funding in the TIP increases from \$1.38 million to \$1.703 million.	This project will replace the existing Chestnut Hill Road Bridge. Three foot shoulders planned on both sides of the road.  Engineering funds were included in a previous TIP.  <b>Conformity Status:</b> Not Exempt	Admin Mod: 1/28/20

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1801-64	Agencywide System Preservation and Improvement	Maryland Transit Administration	This administrative modification adds unobligated FTA Section 5307 funds from Federal Fiscal Year 2018 to FY 2020. These funds will be used to upgrade the current Automatic Vehicle Location ranger system for the entire mobility vehicle fleet. Funds increase in the amount of \$655,000 federal along with \$163,000 in matching funds. Total funding in the TIP increases from \$35.284 million to \$36.102 million.	This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including park-and-ride lots, roofing, bridge and subway inspection, a transit asset management system, a system network migration and upgrade, system-wide elevators and escalators, and a mobility CAD/AVL system replacement.  In addition to the matching funds listed, MTA has committed \$98.9 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/6/20
40-1805-64	Metro and Light Rail System Preservation and Improvement	Maryland Transit Administration	This administrative modification adds unobligated FTA Section 5307 funds from Federal Fiscal Year 2018 to FY 2020. These funds will be used for the design, procurement, and installation of interlockings along the Metro subway system. Funds increase in the amount of \$1.661 million federal along with \$415,000 in matching funds. Total funding in the TIP increases from \$46.819 million to \$48.895 million.	This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$211.5 million in state dollars.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/6/20
11-1103-13	Furnace Avenue Bridge over Deep Run	Anne Arundel County	This administrative modification updates federal Surface Transportation Block Grant program funds for the engineering phase in FY 2020. Engineering funds are increasing to reflect a higher A/E proposal. FY 2020 STBG funds increase in the amount of \$153,000 along with an increase of \$49,000 in matching funds. Funding in the TIP increases from \$1.605 million to \$1.807 million.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/8/20
11-1602-13	Polling House Road Bridge over Rock Branch	Anne Arundel County	This administrative modification updates federal Surface Transportation Block Grant program funds for the engineering phase in FY 2020. Engineering funds are increasing to reflect a higher A/E proposal. FY 2020 STBG funds increase in the amount of \$262,000 along with an increase of \$76,000 in matching funds. Funding in the TIP increases from \$1.738 million to \$2.076 million.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/8/20
63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	State Highway Administration	This administrative modification increases funding for the construction phase in fiscal years 2020 through 2022 to accommodate additional utility work required for the project. Funding in the TIP increases by a total of \$2.26 million (\$1.808 million federal NHPP/\$452,000 matching). Total funding in the TIP increases from \$10.728 million to \$12.988 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).  <b>Conformity Status:</b> Exempt	Admin Mod: 7/10/2020

# APPENDIX G

## PUBLIC PARTICIPATION

**INVESTING IN THE REGION'S FUTURE** 

The Baltimore Regional Transportation Board (BRTB) has a

**\$4.3 BILLION**  
**TRANSPORTATION PLAN**

for the region and we want to know what you think!

LEARN MORE ON **JULY 9 & 14** OR VISIT **BALTOMETRO.ORG**

**BRTB**

PRESS RELEASE



FOR IMMEDIATE RELEASE  
CONTACT: Clara Blue  
Communications Associate  
(410) 732-9564

**BRTB SEEKS PUBLIC COMMENTS ON FY 2021-2024 TIP  
INCLUDING \$4.26 BILLION IN TRANSPORTATION PROJECTS**

BALTIMORE, MD (Tuesday, June 16, 2020) – The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through Friday, July 17 on two transportation-related documents – the draft 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

Those interested in learning more about the draft 2021-2024 TIP and Air Quality Conformity may do so during a virtual public meeting on Thursday, July 9<sup>th</sup> at 8pm or Tuesday, July 14<sup>th</sup> at 12:30pm. Comments are accepted by email at: [comments@baltometro.org](mailto:comments@baltometro.org), Twitter [@BaltoMetroCo](https://twitter.com/BaltoMetroCo), [@BaltimoreInvolved](https://twitter.com/BaltimoreInvolved), or #BRTBplans, or in writing to the Baltimore Regional Transportation Board, Attn: Public Involvement Coordinator, 1000 Vihelstine Way, Suite 300, Baltimore, MD 21230.

**2021-2024 Transportation Improvement Program (TIP)**

The draft 2021-2024 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes \$4.26 billion in proposed federal, state and local money 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 local, state, and federal sources. The TIP is fiscally constrained.

Viewers can visit the BRTB's [interactive project map](#), where the public can view projects and offer comments.

**Analysis of Air Quality Conformity**

The Baltimore region has been designated as not meeting National Ambient Air Quality Standards (NAAQS) and, as a result, the BRTB must review its current transportation plan and

program to ensure conformity with the state plan to meet these standards, known as the State 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 2021-2024 TIP.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

[Visit our website](#) to download and learn more about the draft Air Quality Conformity Determination and FY 2021-2024 TIP.

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The Baltimore Metropolitan Council (BMC) works collaboratively with the other elected officials in the region to create legislation to improve the quality of life and economic vitality. BMC, as the Baltimore region's largest local government, leads the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and various local government by coordinating efforts in a range of public issues including emergency preparedness, funding, cooperative purchasing, environmental planning and sustainable development.

BMC's Board of Directors includes the mayors of Anne Arundel, Baltimore, Howard and Talbot counties, the mayor of the City of Baltimore, a member of the Council County and Queen Anne's County Councils of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector.

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**INVESTING IN THE REGION'S FUTURE** 

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**\$4.3 BILLION**  
**TRANSPORTATION PLAN**

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**INVESTING IN THE REGION'S FUTURE** 

The Baltimore Regional Transportation Board (BRTB) has a \$4.3 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 17.

**JOIN US VIRTUALLY**

Thu, July 9 6:00 PM  
Tue, July 14 12:30 PM



**INVESTING IN THE REGION'S FUTURE** 

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**INVIRTIENDO EN EL FUTURO DE LA REGIÓN** 

La Junta Directiva del Transporte Regional de Baltimore (BRTB) tiene un plan de \$ 4.3 Billones para el transporte de la región y nosotros queremos conocer lo que usted piensa! Unase con nosotros en una reunión virtual pública o puede enviar sus comentarios hasta el 17 de Julio.



**BRTB**

**BRTB**

**INVESTING IN THE REGION'S FUTURE** 

The Baltimore Regional Transportation Board (BRTB) has a \$4.3 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 17.

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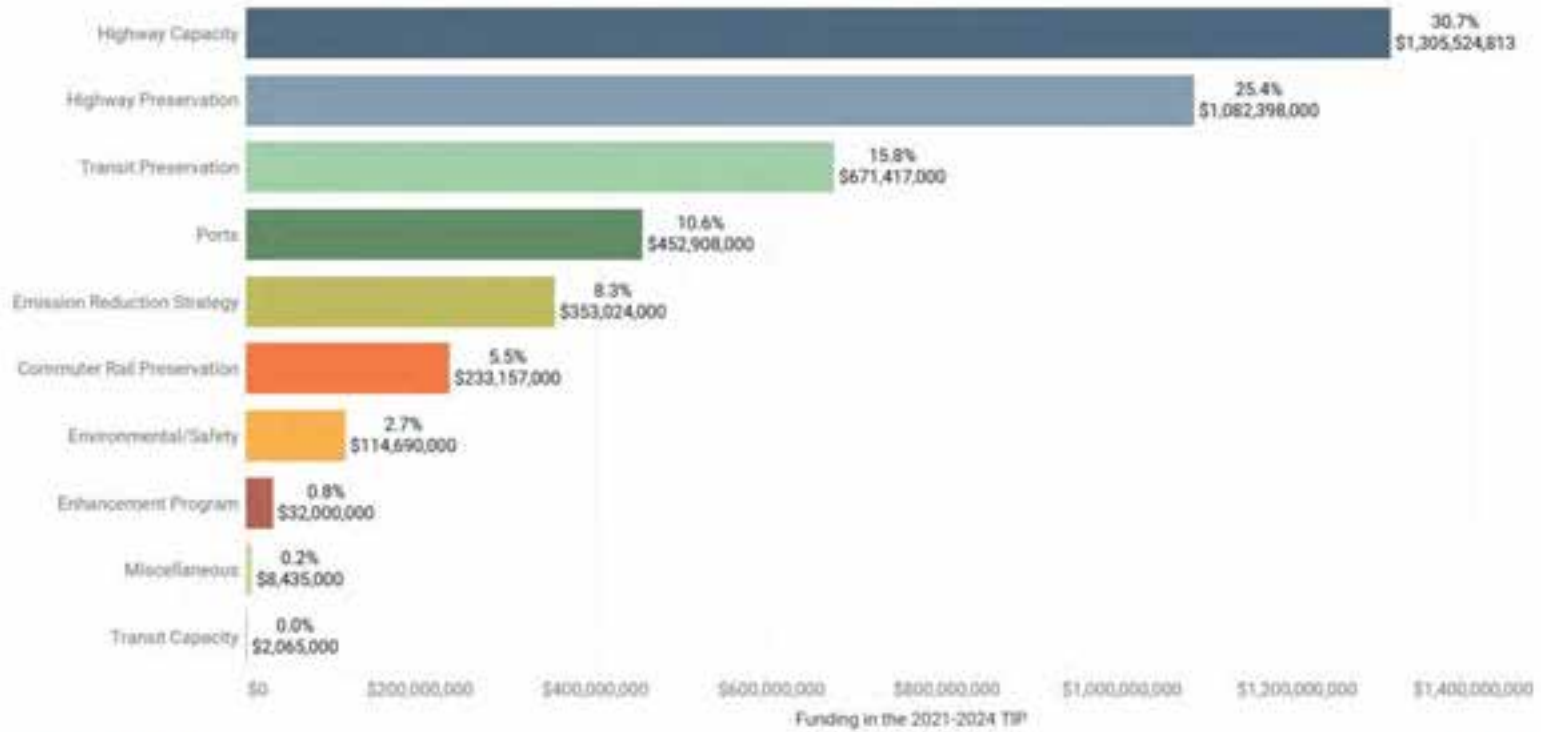


## Overview of the Draft 2021-2024 TIP

- **140 federally-funded and regionally significant projects**
  - 24 are new projects
- **\$4.26 billion in proposed federal, state and local money**
  - \$2.46 billion federal; \$1.8 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 2021-2024 TIP





## How to Share Your Thoughts

- **Comment Period: June 16 through July 17, 2020**
- **Comments accepted by**
  - Interactive TIP project map featuring comment tool
  - Email: [comments@baltometro.org](mailto: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, July 9 at 6 p.m.
  - Tuesday, July 14 at 12:30 p.m.



## A RECORDING OF THE PUBLIC MEETING SHARED ON YOUTUBE

<https://youtu.be/gA2sbTiWjz8>

**2021-2024 TIP**

**Overview**

The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through Friday, July 17 on two transportation-related documents - the draft 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

New this year, is an [interactive TIP project map](#), in which the public can view projects and offer comments.

Note, this story map and the interactive TIP project map is for visualization purposes. Detailed information about each project identified in the interactive TIP is online at [baltometro.org](http://baltometro.org)

**Funding**

**BALTIMORE**

**Public Meeting: 2021-2024 Transportation Improvement Program & Air Quality Conformity Determination**

18 views • Jul 10, 2020

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## EXAMPLE OF EMAIL TO INTERESTED PARTIES



Thank you for subscribing to *B More Involved*. *B More Involved* promotes civic engagement in local and regional transportation, planning, environmental justice, and equity. This important information - also posted on Facebook and Twitter - is a great way for you to learn more, stay up-to-date on important events and news, and, of course, let you know how you can *B More Involved*!



### \$4 BILLION TRANSPORTATION PLAN AND AIR QUALITY CONFORMITY REPORT OPEN FOR PUBLIC COMMENT

The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through **Friday, July 17** on two transportation-related documents - the draft 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

Now this year, is an [interactive project map](#), in which the public can view projects and offer comments.

The draft 2021-2024 TIP includes **\$4.26 billion** in proposed federal, state and local money for 140 highway, transit, bicycle and pedestrian projects during the next four years. Highlights include:

- Anne Arundel County is dedicating \$14 million in funding for a **multi-modal transportation center in Parole** to serve existing local and regional bus service, with possible future connectivity to modes such as **bikeshare, carshare, and ride-sharing services**;
- In Baltimore City, several new projects focus on increasing bicycle and pedestrian access, including funding for part of the **Baltimore Greenway Loop** that connects Baltimore City's major parks.
- Baltimore County is using \$2 million in federal and local funds to purchase vehicles and signage for the **Towson Circulator** - a new fixed route service in Towson.
- MDOT SHA is dedicating \$281 million in the draft 2021-2024 TIP for the **expansion of the Baltimore Beltway (I-695)**.
- The Maryland Port Administration is partnering with CSX to leverage federal funding to reconstruct the 125-year-old **Howard Street Tunnel** in order to create double-stack rail access to and from the Port of Baltimore.
- MDTA continues its expansion of the **I-95 Express Toll Lanes (ETL)** by dedicating over \$774 million in toll revenues towards implementation of the first phase of the I-95 Section 200 Northbound Extension in Baltimore and Harford Counties.

An air quality impact analysis by BNC and the Maryland Department of the Environment (MDE) reports that implementation of the projects proposed in the draft 2021-2024 TIP will not worsen the region's air quality or delay the timely attainment of national air quality standards.

[Get full details about the TIP and how to comment at baltimoremetro.org](#)

## INTERACTIVE MAP OF TIP PROJECTS ON VULNERABLE POPULATIONS INDEX (VPI) MAPPING TOOL

**TIP 2021-2024 Public Comments**

First address or place

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
	0
	0
	0
	0
	0
Howard County: US 29/Broken Land Parkwa...	0
Howard County: Guilford Road: US 1 to Dor...	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.*

RESPONSES TO PUBLIC COMMENTS ON FY 2021-2024 TIP, AND AIR QUALITY CONFORMITY DETERMINATION (A FULL RECORD OF COMMENTS IS AVAILABLE ONLINE)



City of Annapolis  
Gavin Buckley  
Mayor

Anne Arundel County  
Susan Fittousek  
County Executive

City of Baltimore  
Bernard C. "Jack" Young  
Mayor

Baltimore County  
Juliey Greenwald  
County Executive

Carroll County  
Stephen Wang  
Member, Board of Commissioners

Harford County  
Sally Glasman  
County Executive

Howard County  
Colin Ball  
County Executive

Queen Anne's County  
Stephen Wilson  
County Commissioner

Maryland Department of Transportation  
Gregory Slater  
Secretary

Maryland Department of the Environment  
Sam Grumbler  
Secretary

Maryland Department of Planning  
Robert McCord  
Secretary

Maryland Transit Administration  
Kevin Dunn  
Administrator

Harford Transit  
Gary Battinsky  
Administrator

1800 Wilkeson Way, Suite 200  
Baltimore, MD 21220  
Telephone: 410-773-0100  
www.baltimorebta.org

August 14, 2020

On behalf of the Baltimore Regional Transportation Board (BRTB), I would like to thank you for your comments on the Draft 2021-2024 Transportation Improvement Program (TIP) and Air Quality Conformity.

The BRTB members have reviewed all public comments and issued the attached response.

The BRTB is scheduled to vote on the Draft 2021-2024 TIP and Air Quality Conformity at their meeting on **Tuesday, August 25 at 9 a.m.** There is a public comment opportunity at the meeting. If you wish to directly address the BRTB, please join the virtual meeting at [www.baltometro.org/meeting-events/baltimore-regional-transportation-board-2020-08](http://www.baltometro.org/meeting-events/baltimore-regional-transportation-board-2020-08). If you wish to speak at that time, you may also notify staff by emailing [tiang@baltometro.org](mailto:tiang@baltometro.org).

Once again, thank you for your time and effort in sending comments to the BRTB. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Lynda Eisenberg, Empowered Chair  
Baltimore Regional Transportation Board



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES  
2021-2024 Transportation Improvement Program and the  
Associated Air Quality Conformity Determination

Many of the comments below are shortened for purposes of space. [Full comments](#) were shared with all BRTB and Technical Committee members and can be located on the BMC website.

Let us say up front that we are very appreciative of the effort so many individuals and organizations have gone through to review materials and send in comments. This is informative to the members and does have an impact on the planning process. As is customary for the BRTB, we share all comments and responses with everyone who commented as well as on the BMC website and in the TIP and Conformity Determination documents.

1. Brian Seel

**Comment:** This document is a plan for how we will move forward over the next few years, and it is basically doubling down on the 1950's car and highway mentality. While climate change is not as steep of a curve as COVID...many of these projects will be around and in use 50 years from now. How can we still keep doing the same thing we have in the past?

**BRTB Response:** There is a wide range of projects in the TIP which support all modes of transportation. There are a number of transit and b-cycle projects in the planning stage with support in the current Unified Planning Work Program. In addition, several new technologies are being (deployed around the region and some technologies, while offering promise are not yet ready to be deployed.

2. Bob Reuter

**Comment:** We ask that you sign and forward to others the BTEC petition for a city charter amendment to begin the process of regaining control of the Baltimore MTA into local hands. [www.usat.net/doc.com/metro/BJRC.php](http://www.usat.net/doc.com/metro/BJRC.php)

**BRTB Response:** Baltimore City DOT is supporting and contributing to a study led by the Baltimore Metropolitan Council that is researching the feasibility, issues, costs, legislative issues, etc. of establishing a regional transportation authority.

3. David Drasin

**Comments:** I noticed a pattern in the Howard County items, and wonder if there is a statement of principle on this as a general policy—all highway widenings must include bike/pedestrian lanes. We should be asking if highway widening is the right direction for resources, since speeding and car injuries/pedestrian-bike deaths is a serious national issue, and some road widening is being reversed.

**BRTB Response:** Thank you for the questions related to bike and pedestrian facilities as part of Howard County's TIP projects and your concern about dedicating resources to highway widening.

Generally, the county and the state include bike/pedestrian facilities or accommodations in projects unless it is exclusively a freeway project. The list below shows the non-freeway projects along with the proposed bike/pedestrian facilities.

- Dorsey Run Road: This project will provide sidewalks and bike accommodation.
- Guilford Road: This project is still mostly in design but will provide sidewalks and bike accommodation.
- MD 175 at Oakland Mills Road Interchange: This project will provide bike lanes and sidewalks to allow passage between the two sections of Blundell Park.

[www.baltimorebta.org](http://www.baltimorebta.org)

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Note: This matrix 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.baltimorebta.org](http://www.baltimorebta.org) for documentation of any verbal comments received during BRTB meetings.

- Snowden River Parkway: This project will include a new shared use pathway along the whole extent.
- Manicottville Road and I-70 Bridge Improvements will include bike lanes/shoulders including shoulders on the bridge.

The freeway projects will not provide any bike or pedestrian accommodation since these roads do not allow cyclists. However, the county is working with MDOT/SHA to ensure the MD 32 project, which reclassified MD 32 as freeway and barred cyclists on parts of the roadway, to design and implement an alternate route using local roads. This alternate route could include new signage, new shoulders and mitigations of pinch points.

Your question related to widening is a harder question to answer. The projects in the TIP are a reflection of previous and current county land use and transportation planning efforts, especially the general plan. The general plan has a 20-year time horizon, therefore the current plan, though updated in 2010, includes projects, especially related to transportation that reflect priorities from 2000. The 2010 update reflected some of your thinking and thoughts related to safety and road widening, resulting in the development of the bike and pedestrian plans, the road safety plan and our complete streets policy efforts. We are seeing the results of these planning efforts in new bike lanes, shared use paths and sidewalks.

Lastly, and very importantly, the county has initiated a new update to the general plan, HoCo by Design, and this update will be your opportunity to influence the future of transportation in the county. Howard County strongly urges you to participate and make your voice heard at [hoco.bydesign.com](http://hoco.bydesign.com).

#### 4. Peter Smith

**Comment:** I disagree with the share of funds dedicated to expanding highway capacity. Increasing highway capacity and the use of personal automobiles is not a desirable objective for our region. I prefer a larger share of funds go towards transit maintenance and increasing transit capacity.

**BRTB Response:** MDOT MTA continues to make significant investments in transit maintenance efforts including a new metro railcar fleet, overhauling Light Rail and MARC vehicles, replacing buses, and completing state of good repair projects across the transit system. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 5. Jaime Sigaran

**Comment:** The TIP does very little, if any, to improve rail infrastructure in the Baltimore region. This plan fails to account for residents without a car and we need to do better that moves us away from congesting our roads with more highways and buses. We have to take a serious look at how expanding highways and the lack of regional rail goes against building a more inclusive, equitable, and diverse society.

**BRTB Response:** MDOT MTA continues to make significant investments in replacing the metro railcar fleet, overhauling light rail and MARC vehicles, and completing rail state of good repair efforts. MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies

and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 6. Louis Franceschi

##### Comments:

- Stop spending money on the highways that only benefit commuters and make it loud and unbearable for actual Baltimore residents.

**BRTB Response:** We hear your concern over traffic from autos, buses and trucks and the ensuing mix of noises in not only urban but also suburban areas. Highway facilities support all of these modes and allow residents of the City to access jobs in suburban areas as well as suburban residents to work, shop, and play in the City. In partnership with Baltimore City, the BRTB looks to balance the benefits and burdens of our transportation system while supporting livable communities.

- Fix the bus system. Expand the subway from Hopkins to southeast. Add crosswalks, parking, and bike lanes and stop lights and give people incentives to not barrel down neighborhoods at 60 mph.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 7. Mary Rayne

**Comment:** Maryland should have a statewide bike path plan that connects the whole state.

**BRTB Response:** The 2009 Maryland Trails Strategic Implementation Plan focuses on bicycle transportation plan improvements across the state. MDOT has supported the plan's implementation by providing 3keways grants for planning, design and construction of bicycle paths. The 2009 plan is available here: [www.mdot.maryland.gov/news/MDOT/Planning/Trails/Documents/bdbyTIP.pdf](http://www.mdot.maryland.gov/news/MDOT/Planning/Trails/Documents/bdbyTIP.pdf)

The 2040 Bicycle and Pedestrian Master Plan 2019 Update provides additional recommendations, goals and metrics to support the Trails Plan implementation. The 2040 plan is available here: [www.mdot.maryland.gov/news/MDOT/Planning/Bike\\_Walk/Bike\\_Ped\\_Plan\\_Update.html](http://www.mdot.maryland.gov/news/MDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html)

MDOT recently completed an inventory of existing bicycle paths across the state. The mapping of the State's major road separated bike routes is available at: [maryland.miles.smoo.com/news/MapJournal/index.html?query=on0ac06d80a8-850ac73f55f40d775](http://maryland.miles.smoo.com/news/MapJournal/index.html?query=on0ac06d80a8-850ac73f55f40d775)

#### 8. Cato Clemens

**Comment:** Work with the Boring Company

**BRTB Response:** The Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT) released a draft version of an environmental assessment (EA) on April 17, 2019 for the proposed Washington D.C. to Baltimore Loop Project. The project is considered a non-traditional transportation technology, and it is not contained in the draft FY 2021-2024 BRTB TIP.

Two EA public comment periods are complete. The first public comment period extended from April 24 through June 10, 2019 (45 days) and the second public comment period was held from June 17 through July 17, 2019 (30 days).

Future governmental actions are pending.

#### 9. Zac Metzler

**Comment:** If I recall correctly, when the public was polled about transit priorities in the Baltimore region, there was overwhelming support for mass transit & rail expansion and highway safety measures.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 10. Patrick Reely

**Comment:** Move funding towards public transportation specifically expansion of the rail system.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 11. Steven Kolarz

**Comment:** More emphasis should be placed on transit expansion and preservation in the plan overall.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 12. Jonathan Foster

**Comment:** I believe what we really need to invest in is transit. Rail transit specifically.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

#### 13. Steven Johnson

**Comments:** The community survey did show overwhelming public support for expanding public transportation and prioritizing deferred road maintenance over highway expansion projects.

I hopefully we can get the Hanover St. Bridge repaired soon.

**BRTB Response:** The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

#### 14. Paul Emmert

• Thank you very much for posting the recording and making the TIP so accessible on the web. The interactive map is impressive.

**BRTB Response:** Thank you for your positive feedback. We are glad you found the recording and the interactive mapping tool useful.

• I encourage you and staff to emphasize bicycle paths and pedestrian walk ways as much as possible. I especially emphasize the connection between bikes and public transport on buses or on trains (for example MARC).

**BRTB Response:** This is a sentiment shared by many and is supported with active planning for bike and pedestrian facilities in the region. The BRTB has a Bicycle and Pedestrian Advisory Group that meets regularly to support and advance these types of facilities. The BRTB has also funded studies to assess access by biking and walking to all fixed guideway stations in the region.

• Baltimore region does not meet the National Ambient Air Quality Standards. I would prefer if the BMC could over achieve in reaching the budgets.

**BRTB Response:** While the Baltimore nonattainment area does not currently meet the National Ambient Air Quality Standards set in 2015 for ground level ozone, the BRTB works hard to ensure that the region's emissions from the transportation sector do not worsen air quality or delay timely attainment of air quality standards. This is done through the conformity process where the emissions from the transportation sector, with the TIP and Plan projects compared to the motor vehicle emissions budget set by the State of Maryland, through MDL. For many years, the projected transportation emissions have been well below the MDL established budgets in the State Implementation Plan. The BRTB recognizes the benefits to air quality through the vast number of employees telecommuting in 2020. We encourage employers to promote teleworking to their employees.

The BRTB works hard to ensure that the process is clear and understandable to the public and our partners. This conformity process follows the requirements of 42 U.S. Code § 7506, Limitations on certain Federal assistance.

The BRTB recognizes that additional efforts need to be made to reduce air pollution emissions from transportation. A variety of initiatives are being undertaken by MDT and other BRTB members to address air quality from transportation, such as:

Supporting Bicycle and Pedestrian Travel through: Discretionary Grant Funding, State-funded bicycle and pedestrian improvements along State roads, and Bike infrastructure planning assistance, including mapping and data resources.

Supporting Transportation Emissions Reduction Measures (TERMS), including: Guaranteed Ride Home Program, Commuter and Employer Outreach via the Commuter Choice Program, to encourage alternatives to single-occupancy vehicle commuting, and Rideshare Program.

State-wide emissions reductions measures: The State's draft Greenhouse Gas Reduction Act (GGRA) Plan describes a variety of initiatives being undertaken by MDE, MDT, and other State agencies to reach the 40 by 30 goal (40% reduction in greenhouse gas emissions from 2006 levels by 2030).

Electrification of the transportation sector: The State has committed to a Multi-State MOU signed by ten States, whereby it is working on a suite of co-ordinated actions to have 3.3 mil on ZEVs operating on roadways by 2025.

**15. Anonymous**

**Comment:** We strongly support Madison Street Rehabilitation from North Milton Avenue to Edison Highway project

**BRTB Response:** Thank you. Design for this project is in progress and community engagement is ongoing as the design progresses.

**16. stg.mde@**

**Comment:** We support Wolfe/Washington St Bike Facility as an important north-south bicycle route. This will provide important connections between Fells Point/Canton and Johns Hopkins Hospital and North Ave.

**BRTB Response:** The Baltimore City DOT agrees. This project will result in recommendations on a critical north/south connection in our separated bike network.

**17. Anonymous**

**Comment:** We strongly support the Greenway Middle Branch Phase 2, especially prefer the bicycle facility to be an on-road cycle track, as an off-road trail raises some physical safety concerns.

**BRTB Response:** Thank you. The Greenway Middle Branch Phase 2 plan will likely involve a shared-use trail that is off-street, but adjacent to the roadway.

**18. Anonymous**

**Comment:** Bush Street Bike Facility – we support the addition of more cycle tracks in S. Baltimore, particularly as it is close to our work and gives access for low-income neighborhoods. Please continue to add safe (ie: traffic & proximity to crime) cycle tracks between S. Baltimore and downtown Baltimore, in particular, and more generally between residential/suburban areas surrounding Baltimore City and the downtown.

**BRTB Response:** Thank you. We agree that there is a need for safe and comfortable transportation options for people walking, biking, and using transit.

**19. Jim Brown**

**Comments:**

- Bush Street Bike Facility - This much needed retrofit and upgrade to the Gwynns Falls Trail will connect much of West Baltimore to South, Southwest Baltimore, and Downtown, making safer active transportation access to jobs, and recreation, while completing a missing gap in the Baltimore Greenway Trail Network.

**BRTB Response:** Thank you. The Baltimore City DOT agrees with this assessment.

- Greenway Middle Branch Phase 2 project - This is a critical connection between downtown and the Middle Branch, which will bring enormous benefits to the residential communities of south Baltimore, as well as the ongoing developments and investments in the Middle Branch, Stadium, Bolo Gibbs, and Casino areas, closing a much needed local gap in active transportation, while helping to complete the Baltimore Greenway Trail Network and the East Coast Greenway.

**BRTB Response:** Thank you. The Baltimore City DOT agrees with this assessment.

**20. Anonymous**

**Comment:** Rolling Road Bridge No. 3-0359 over Branch of Dead Run project - We are in full support of the addition of the 5-foot sidewalks on either side of the bridge. Addition of cycle tracks, separated from the vehicle traffic, would also be greatly appreciated.

**BRTB Response:** During the preliminary engineering phase for the replacement of Bridge No. 3-0359, a scoping study will be undertaken to determine the proposed typical roadway section (lane widths, bike lanes, sidewalks, etc.) over the new structure. This study will include opportunities for community input. Any existing sidewalks will be maintained across the new bridge.

**21. Anonymous**

**Comment:** Frederick Avenue Slope Stabilization Wall - We support the improvements to the sidewalks in this area and encourage the addition of more sidewalks in this neighborhood and in adjacent Catonsville where sidewalks are lacking.

**BRTB Response:** Thank you. The scope of this project involves work to stop the hill next to Frederick Avenue from sloughing onto the sidewalks. This project includes replacement of the sidewalks along the length of the proposed wall.

**22. Anonymous**

**Comment:** We applaud the bicycle improvements in the MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2 project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons. We also ask that if there are not already sidewalks installed there, that they be added.

**BRTB Response:** Design elements of this MDOT SHA project include three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

**23. Anonymous**

**Comment:** MD 140: Garrison View Road to Painters Mill Road - Phase 1 project: We applaud the bicycle & pedestrian proposed improvements in this project, but we ask that the bike compatibility lane ensures that bikes are fully safe and separated from traffic with a barrier such as concrete or pylons.

**BRTB Response:** This MDOT SHA project, anticipated to be complete in November 2020, includes three through lanes in each direction with 16' outside bicycle-compatible lanes, 5' raised medians, and sidewalks. Any type of buffer between motorists and cyclists would require additional widening. In addition, a rigid barrier is not recommended as it can be a danger to both motorists and cyclists and blocks sight lines.

**24. Mary Cochran**

**Comment:** US 1: Bridge Replacement over CSX project - B' shoulders? This is a critical route for bicyclists and pedestrians to get from Elkridge and Relay to the Halethorpe Train Station. For MARC passengers to get to Guinness or the Park. A potential link from MARC to the proposed Patapsco Regional Trail. How to upgrade those B' shoulders to be safe and marked for bikers and hikers? Jersey Walls? Sharrows?



**BRTB Response:** This MDOT SHA project will accommodate bicyclists and pedestrians with signed 5'4" bicycle-compatible shoulders and a dedicated 5'8" sidewalk on the southbound side of the bridge. In addition, this project will also include sidewalks along southbound U.S. 1 from Clark Boulevard to the Guinness Open Gate Brewery with a signalized pedestrian crossing at the entrance of the facility.

#### 25. Daniel Paschall

Comment: Greenway Middle Branch Phase 2: The Middle Branch Trail / Guywinn Falls Trail is part of the East Coast Greenway from Maine to Florida

**BRTB Response:** Thank you. We agree it will be a critical link.

#### 26. Crystal McDermott

##### Comments:

- Work on the Hanover Street Over CSX Bridge is desperately needed.

**BRTB Response:** Thank you. The Vietnam Veterans Memorial Bridge (more commonly known as the Hanover Street Bridge) is scheduled for deck repair in 2020-2021. The project in the TIP is for the replacement of a smaller bridge on Hanover Street to the north.

- Towson Circulator: Transit capacity is an issue in Baltimore City too. Address this in the next TIP.

**BRTB Response:** MDOT MTA will complete the Central Maryland Regional Transit Plan by October 1, 2020. Developed in collaboration with a regional Commission, local jurisdictions, BMC, and the public, this plan identifies and prioritizes transit enhancements and corridors for additional transit assets. The plan will serve as a guide for future transit investment.

- Welles/Washington Street Bike Facility: The bike traffic shows this much needed north/south bike line is overdue. Start planning more of this now please.

**BRTB Response:** Thank you. This project is projected to begin in calendar year 2020. A protected bicycle connection on St. Lo Drive (extension to the north) is also planned to be implemented in 2020-2021.

#### 27. Barbara Samuels, R Qessem, ACLU

##### Comments:

- The Draft TIP does not appear to be tied to the furtherance of other existing plans with goals, strategies and timelines in ways that are discernable or transparent, including other plans that the Baltimore Metropolitan Council and/or MDOT have drafted.
- The TIP was clearly not developed utilizing a racial equity lens.
- The TIP ignores evidence from the Regional Analysis of Impediments and Regional Housing Plan of the role that transportation policy historically played in our region (and across the country) in causing the racial segregation, exclusion and disparities that are now cemented into our landscape.
- The Draft TIP is not a coherent plan, and is especially lacking in any clear explanation of how the TIP furthers regional priorities.
- The funding priorities of the TIP are fundamentally incompatible with what the Regional Analysis of Impediments to Fair Housing, RPSO, Regional Housing Plan – and even MTAs own Regional Transit Plan – are trying to accomplish.

[www.baltimore.gov](http://www.baltimore.gov)

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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.gov](http://www.baltimore.gov) for dissemination of any verbal comments received during BRTB meetings.

- The TIP requires more than a minimal tweaking here and there to address racial equity.
- The BRTB and the TIP should deny funding to Carroll County until it allows interjurisdictional transit.

**BRTB Response:** The Transportation Improvement Program is integrally tied to the region's Long Range Transportation Plan known as Maximize2045. Maximize2045 (and its near term implementation companion the TIP) establish the region's broad transportation goals and performance measures, which serve as guiding principles as the region plans and carries out projects. This approach provides a framework for the region to monitor progress toward regional goals by measuring performance and status of achieving targets. This approach also enables the BRTB to make informed decisions about how best to maintain, operate, and enhance the existing transportation system and to apply limited financial resources. The plan also takes into account anticipated funding levels through 2043, future trends and demographics, and an analysis of potential Environmental Justice effects of the major projects. The TIP does include over \$1.1 billion in funding for the Maryland Transit Administration for important preservation of Metro Subway, Light Rail, Local and Commuter Bus, MARC train, paratransit and for locally operated transit systems (LOTs).

The BRTB and the transportation staff at BMC strive to work closely across all our disciplines and aim to further the goals of the Regional Air and Housing Plans through promotion of safe and reliable transit options. The BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in its draft stage. To that end the BRTB has allocated the regional planning funds to further develop implementation steps for the RTP so that these future projects can be incorporated for funding in future Long Range Plans and TIPs.

#### 28. CMTA, Clean Water Action, Transit Choices, Coalition for Smarter Growth, MD Sierra Club, Paul Kowzan, Baltimore Transit Equity Coalition, HoCO Climate Action, Bikemore, Baltimore Penn Station MARC Riders Group, MD Legislative Coalition, Baltimore Commission on Sustainability

##### Comments:

- Ineffective - The single largest category of spending in the Draft TIP is for highway capacity projects that are supposed to "fix congestion". In fact, widening highways has a poor track record for relieving 1 traffic congestion.
- Inequitable - Investments in transportation do not impact all populations equally. The proposed 21-24 TIP's lopsided 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.
- Unhealthy - Transforming our dirty transportation system has long been an urgent public health issue.
- Environmentally unsustainable - Widening highways while shortchanging investment in public transportation does not meet the challenge of climate change.
- Change is possible - remove the five new highway capacity projects from the 21-24 TIP and redirect those funds toward projects that help to build the region many of you say you want, such as transit maintenance, access to transit, and bike facilities.

**BRTB Response:** As the comment letter points out, the vast majority of the highway capacity spending is on two projects that are currently underway therefore it would be impractical to cancel

[www.baltimore.gov](http://www.baltimore.gov)

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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.gov](http://www.baltimore.gov) for dissemination of any verbal comments received during BRTB meetings.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2021-2024 Transportation Improvement Program and the  
Associated Air Quality Conformity Determination

these projects. The Letter requests that the five new projects listed in the highway capacity category be redirected to transit or bicycle/pedestrian projects.

These five new projects are all funded with either state or local funds and do not include any federal funding. Three of these projects are new multi-modal studies for corridors identified in Move Anne Arundel, the county's new transportation master plan. One project in Howard County (Marletteville Road) is funded through proceeds from the County Building Excise Tax that are legally restricted in their use. The fifth project is the I-95 Active Traffic Management project that seeks to better use the existing footprint of I-95 by allowing for peak hour shoulder use.

While shifting funds from those five projects is not possible, the BRTB has been shifting its focus to transit and bicycle planning. For instance, the BRTB is encouraging the development of new expanded transit options that are being developed as part of the Central Maryland Regional Transit Plan (RTP) that is still in draft. To that end the BRTB has allocated regional planning funds in FY 2021 to further develop implementation steps for the RTP. Also in FY 2021, there are two additional transit planning activities funded in the UPWP - looking at several corridors for transit signal priority treatment and also a review of bus stops in the region.

The BRTB is also promoting bicycle and pedestrian projects including funding preliminary engineering for sections of the Patapsco Regional Greenway and through awards to Transportation Alternatives grants to worthy regional projects.

Through these and other efforts the BRTB is actively promoting multi-modal projects that can be added to future Long Range Plans and TIPs.

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Alert: 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 post this date are not included. Please refer to meeting minutes at [www.balmetro.org](http://www.balmetro.org) for alternative locations of any verbal comments received during BRTB meetings.

A full record of public comments is available online at [balmetro.org/sites/default/files/bmc\\_documents/general/transportation/tip/21-24/21-24TIP\\_Comments.pdf](http://balmetro.org/sites/default/files/bmc_documents/general/transportation/tip/21-24/21-24TIP_Comments.pdf)

# APPENDIX H

## ASSOCIATED BRTB RESOLUTIONS

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #21-3**

**APPROVAL OF THE BALTIMORE REGION 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE CONFORMITY DETERMINATION OF THE 2021-2024 TIP**

**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 Harford Transit; and

**WHEREAS**, the FY 2021-2024 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the 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 2021-2024 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

**WHEREAS**, the FY 2021-2024 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 current revenue sources; and

**WHEREAS**, the conformity analysis as reported in the "Conformity Determination of the FY 2021-2024 Transportation Improvement Program and *Maximize2045*," dated August 2020, 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 I: Tables 1 through 2); and

**WHEREAS**, a range of outreach strategies were employed to share information about the FY 2021-2024 Baltimore Region Transportation Improvement Program including a public review from June 16 to July 17, 2020. The public review included presentations to BRTB subcommittees and two virtual public meetings. The draft FY 2021-2024 TIP document was also supported by an online storymap, dashboard, and interactive map. More than 40 comments were submitted and considered by the BRTB; and

**WHEREAS**, the FY 2021-2024 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 30.6 percent highway capacity, 25.5 percent highway preservation, 15.8 percent transit preservation, 10.6 percent ports, 8.3 percent emission reduction strategies, 5.5 percent commuter rail preservation, 2.7 percent environmental and/or safety, 0.8 percent enhancement program, 0.2 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 2021-2024 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 August 25, 2020 meeting.

8/25/2020

Date



Lynda Eisenberg, Chair

Baltimore Regional Transportation Board

**Table 1. VOC Emissions Test Results (average summer weekday, tons/day)**

	2021	2025	2035	2045
<b>Total Emissions Modeled</b>	20.2	16.2	10.3	9.5
<b>2012 Conformity Budget<sup>1</sup></b>	40.2	40.2	40.2	40.2
<b>Conformity Result</b>	Pass	Pass	Pass	Pass

<sup>1</sup> 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

**Table 2. NOx Emissions Test Results (average summer weekday, tons/day)**

	2021	2025	2035	2045
<b>Total Emissions Modeled</b>	40.8	26.3	16.6	16.5
<b>2012 Conformity Budget<sup>1</sup></b>	93.5	93.5	93.5	93.5
<b>Conformity Result</b>	Pass	Pass	Pass	Pass

<sup>1</sup> 8-hour ozone Reasonable Further Progress (RFP) SIP Budget for Baltimore region (motor vehicle emissions budgets determined to be "adequate" by U.S. EPA on February 22, 2016)

# **APPENDIX I**

## **GLOSSARY OF TERMS**

## GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MDE	Maryland Department of the Environment
ACS	American Community Survey	MDOT	Maryland Department of Transportation
ADA	Americans with Disabilities Act of 1990	MDTA	Maryland Transportation Authority
BMC	Baltimore Metropolitan Council	MPA	Maryland Port Administration
BRTB	Baltimore Regional Transportation Board	MPO	Metropolitan Planning Organization
CAA	Clean Air Act Amendments of 1990	MTA	Maryland Transit Administration
CFR	Congressional Federal Register	NAAQS	National Ambient Air Quality Standards
CIP	Capital Improvement Program	NBI	National Bridge Inventory
CMAQ	Congestion Mitigation and Air Quality	NEPA	National Environmental Policy Act
CMP	Congestion Management Process	NHPP	National Highway Performance Program
CTP	Consolidated Transportation Program	NHS	National Highway System
DBE	Disadvantaged Business Enterprise	NOx	Oxides of Nitrogen
DOT	Department of Transportation	NPMRDS	National Performance Management Research Data Set
EJ	Environmental Justice	OA	Obligation Authority
EPA	Environmental Protection Agency	PAC	Public Advisory Committee
ERS	Emission Reduction Strategy	PBPP	Performance Based Planning and Programming
FARS	Fatality Analysis Reporting System	PHED	Peak-hour Excessive Delay
FAST	Fixing America's Surface Transportation	PM2.5	Particles smaller than 2.5 micrometers
FHTF	Federal Highway Trust Fund	POP	Program of Projects
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



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