FY 2022 - 2025 MARYLAND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Section 1: Executive Summary and Project Information

Section 2: Metropolitan Transportation Improvement Programs

MARYLAND DEPARTMENT OF TRANSPORTATION

MISSION STATEMENT

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

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

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

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FY 2022 - 2025 Maryland Statewide Transportation Improvement Program

Section 1: Executive Summary and Project Information

1.0 Introduction

The Fiscal Year 2022 to 2025 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the 2040 Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains federally-funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

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

Maryland's 2022-2025 STIP contains two parts.

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

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

Please note that Appendix H is a list of projects included in the seven Maryland MPO's TIPs, but for details on those projects please reference the individual TIPs for urban area transit and highway projects. Details on the rural/statewide area transit projects are located in Appendices I. Appendix J contains details for the rural/ statewide area highway projects.

The 2022-2025 STIP, all TIPs, and the 2021-2026 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=23

The TIPs can be found on the MPO's websites:

- Baltimore Region Metropolitan Planning Organization
  Transportation Improvement Program (TIP) FY 2022-2025
  https://www.baltometro.org/

- National Capital Region Transportation Planning Board
  Transportation Improvement Program (TIP) FY 2021-2024
  https://www.mwcog.org/tpb/

- Wilmington Area Planning Council
  Transportation Improvement Program (TIP) FY 2020-2023
  http://www.wilmapco.org/

- Calvert-St. Mary's Metropolitan Planning Organization Transportation Improvement Program (TIP) FY 2021-2024
  http://calvert-stmarysmpo.com/

- Cumberland Urbanized Area Metropolitan Planning Organization
  Transportation Improvement Program (TIP) FY 2022-2025
  https://www.alleganygov.org/277/Cumberland-Area-MPO

- Hagerstown/Eastern Panhandle Metropolitan Planning Organization
  Transportation Improvement Program (TIP) FY 2021-2024
  https://www.hepmpo.net/

- Salisbury/Wicomico Metropolitan Planning Organization
  Transportation Improvement Program (TIP) FY 2021-2024
  http://www.swmpo.org/

2.0 Overview of Transportation Planning Agencies

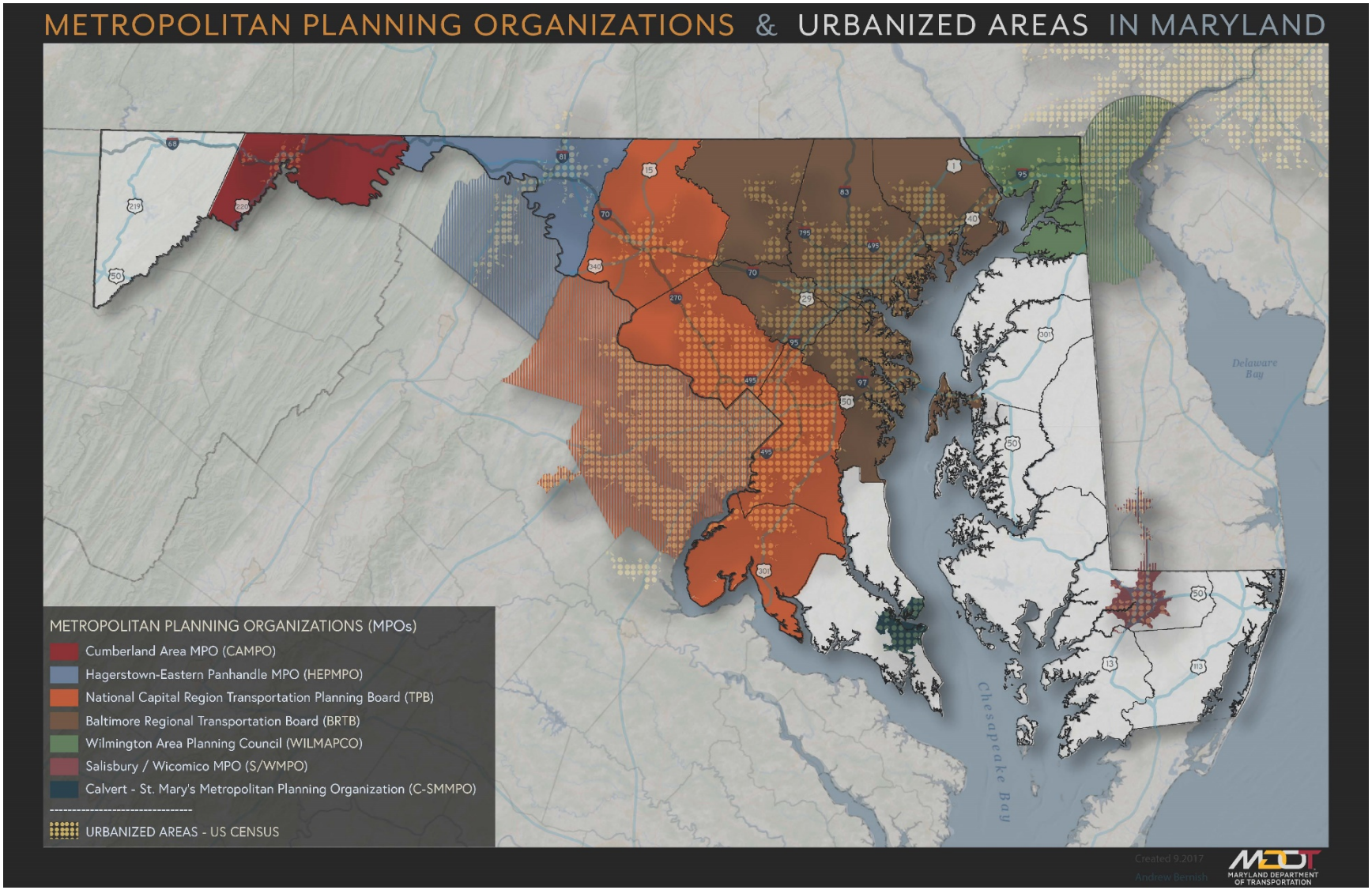
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five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

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

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

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs.

Figure 2.1 Maryland's Metropolitan Boundaries



3.0 Key Transportation Planning Documents

State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *2040 Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27.

The *2040 Maryland Transportation Plan (MTP),* approved in January 2019, establishes MDOT's 20-year vision for a world class, multimodal transportation system and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both state and federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

MDOT's Vision and Mission:

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

A description of the seven goals is included below:

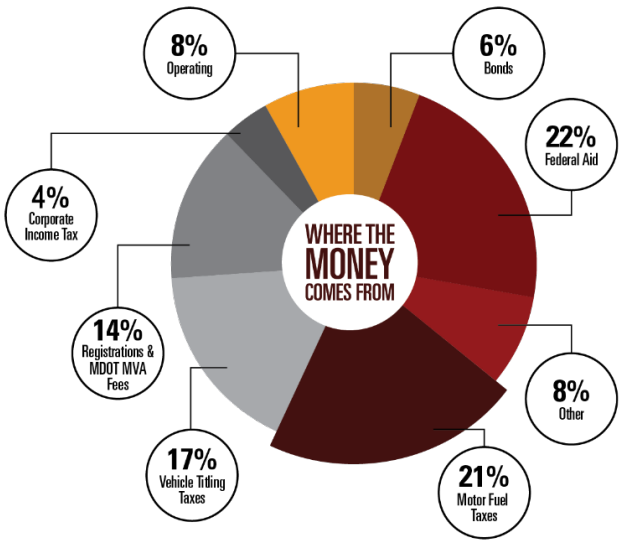
- **Ensure a Safe, Secure, and Resilient Transportation System**- Enhance the safety and security of Maryland's multimodal transportation system and provide a transportation system that is resilient to natural or man-made hazards.
- **Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion** - Invest in and pursue opportunities to promote system improvements that

support economic development, reduce congestion, and improve the movement of people and goods.

- **Maintain a High Standard and Modernize Maryland's Multimodal Transportation System** - Preserve, maintain, and modernize the State's existing transportation infrastructure and assets.
- **Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience** - Increase the use of technologies and operational improvements to enhance transportation services and communication to satisfy our customers.
- **Ensure Environmental Protection and Sensitivity** - Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources.
- **Promote Fiscal Responsibility** - Ensure responsible investment and management of taxpayer resources to add value and deliver quality transportation improvements through performance-based decision-making and innovative funding mechanisms and partnerships.
- **Provide Better Transportation Choices and Connections** - Improve transportation connections to support alternative transportation options for the movement of people and goods.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 11 of the CTP). Projects from all Transportation Business Units and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary differences between the CTP and the STIP is that the STIP is only the four of the 6 years, it includes details on Federal Funds being used on projects, and primarily focusses on Federal Highway and Federal Transit funding. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2021 – 2026



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

In 2016, the Maryland General Assembly passed a bill that mandates MDOT "shall, in accordance with federal transportation requirements, develop a project–based scoring system for major transportation projects using the goals and measures established under [Transportation Article 2-103.7(c)]" being considered for inclusion in the CTP. The transportation scoring law, as amended in 2017, defines a "major transportation project" as a highway or transit capacity project that exceeds $5,000,000, and excludes any "projects that are solely for system preservation."

Using the nine goals and twenty-three measures established by this statute, the Chapter 30 scoring model seeks to evaluate projects across Maryland by utilizing project data, modeling analysis, and qualitative questionnaires to formulate a scoring matrix. A project application process has been established for counties and municipalities to request the inclusion of major transportation projects to ensure the necessary project information is provided to conduct the scoring. Each major transportation capacity project scored is then ranked. The project rank is one of many factors that contribute to the selection process for funding and inclusion in the CTP.

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

Highway Needs Inventory

Mandated by Annotated Code of Maryland §8-610, the Highway Needs Inventory (HNI) is an MDOT SHA planning reference document that identifies transportation needs to serve existing and projected populations and economic activity in Maryland as well as safety and

structural concerns that warrant major construction or reconstruction. Triennially, MDOT SHA Regional and Intermodal Planning, in coordination with local jurisdictions, MDOT SHA districts, MDOT SHA Data Services, MDOT SHA Project Management, the MDOT SHA Office of Traffic and Safety, and the MDOT SHA Office of Real Estate, identifies transportation needs to include in the HNI. The needs identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans.

The HNI is neither financially constrained nor is it based on revenue forecasts. The HNI is not a construction program and inclusion of a need does not represent a commitment to implement improvements. The HNI is a source document for MDOT SHA's portion of the CTP and is available at www.roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=509.

Metropolitan Planning Organization Transportation Plans and Programs

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

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

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

Statewide Transportation Improvement Program

In order to receive federal funds, federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland STIP

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

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

4.0 Maryland's STIP Development

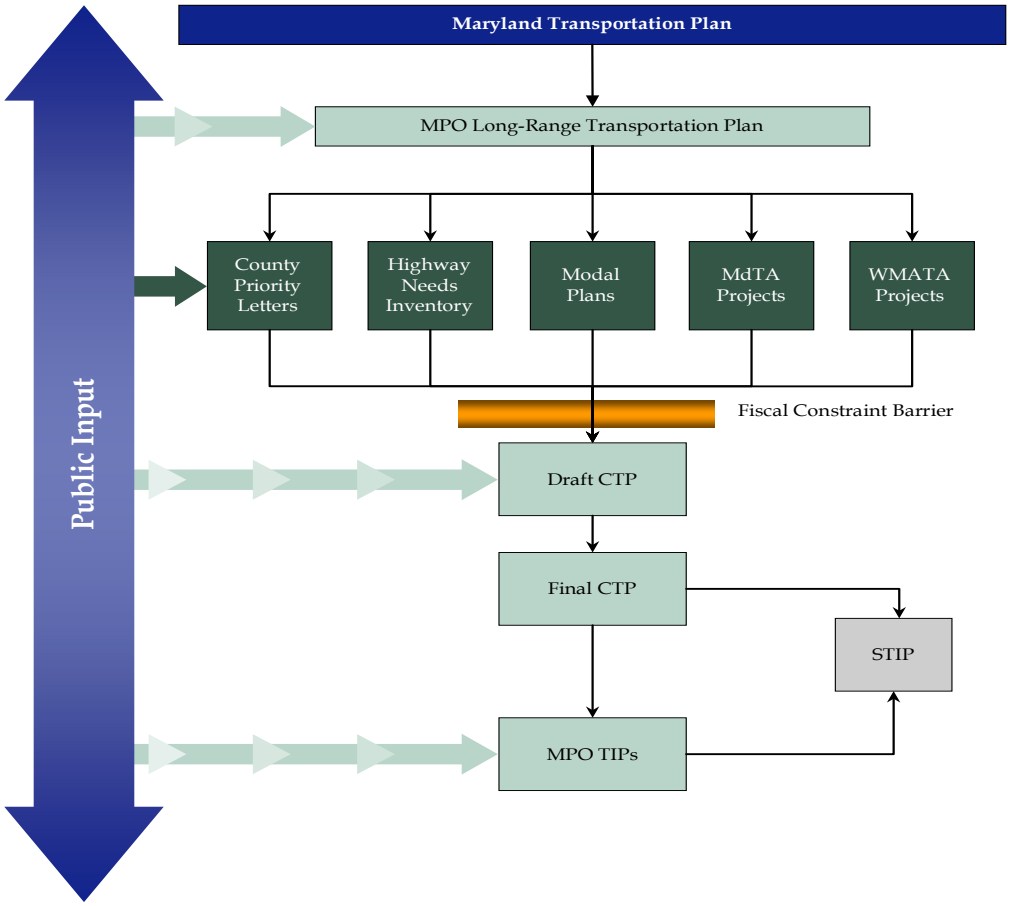
Process Overview

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

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

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

Figure 4.1 STIP Development Process



Priority letters are typically received in the spring-summer as the draft CTP is developed. All recent priority letters can be found on the MDOT website: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=82. MDOT conducts several meetings with county staff, MPOs, and SHA district engineers to discuss the priorities listed. At the end of the summer, MDOT meets with local officials at the Maryland Association of Counties conference to continue discussions about priority projects.

Once the official draft CTP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Transportation Business Units' Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP. In preparation for the Tour, MDOT conducts staff level meetings with each of the Counties and Baltimore City, called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2021 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP. Once the final CTP is approved by the legislature all projects are updated into the seven MPO TIPs and the STIP.

Table 4.2 2021-2026 CTP - 2020 Fall Tour Annual Consultation Meetings

Date	County	Time	Location
September 19, 2020	Balt. County	10:00 a.m.	Virtual
September 26, 2020	Carroll	1:30 p.m.	Virtual
September 26, 2020	Howard	5:00 p.m.	Virtual
September 27, 2020	Harford	10:00 a.m.	Virtual
September 27, 2020	Balt. City	2:00 p.m.	Virtual
October 1, 2020	Queen Anne's	3:00 p.m.	Virtual
October 1, 2020	Kent	7:00 p.m.	Virtual
October 3, 2020	Washington	10:00 a.m.	Virtual
October 3, 2020	Allegany	3:00 p.m.	Virtual
October 4, 2020	Garrett	10:00 a.m.	Virtual
October 10, 2020	Wicomico	7:00 p.m.	Virtual
October 11, 2020	Cecil	10:00 a.m.	Virtual
October 15, 2020	Caroline	10:30 a.m.	Virtual
October 15, 2020	Talbot	3:00 p.m.	Virtual
October 15, 2020	Dorchester	7:00 p.m.	Virtual
October 22, 2020	St. Mary's County	10:30 a.m.	Virtual
October 29, 2020	Calvert	10:30 a.m.	Virtual
October 29, 2020	Charles	3:00 p.m.	Virtual
October 30, 2020	Frederick	7:00 p.m.	Virtual
November 1, 2020	Prince George's	10:00 a.m.	Virtual
November 4, 2020	Anne Arundel	3:00 p.m.	Virtual
November 4, 2020	Montgomery	7:00 p.m.	Virtual
November 5, 2020	Worcester	10:00 a.m.	Virtual
November 5, 2020	Somerset	2:00 p.m.	Virtual

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination. The Maryland Non-Metropolitan Consultation Process can be found here: https://www.mdot.maryland.gov/OPCP/MDOT_2021_Non-Metropolitan_Area_Consultative_Process_WEB.pdf

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

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

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

MDOT Planning Factors and Coordination

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

System Preservation

Keeping Maryland's transportation system safe and in good condition is a top priority for MDOT. For example, roads must be re-paved, safety improvements implemented, aging bridges rehabilitated, and buses and trains repaired and replaced. In the face of growing travel demand, increasing construction and equipment costs, limited resources, and ever-present needs for system expansion, MDOT must make the most efficient use of its existing system. To ensure the most productive use of the State's transportation system, asset maintenance and preservation are prioritized to extend the useful life of existing facilities and equipment in a fiscally responsible manner. MDOT seeks to maximize the value and performance of current resources in order to capture all of the benefits from the existing system before making new investments. Currently, system preservation accounts for 22.6% of MDOT's capital expenditures in FY 2022 and 31.7% in FY 2023.

Safety and Security

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

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and strategic, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives as well as strategies within key emphasis areas. The SHSP has most recently been updated to cover years 2021-2025. The SHSP has incorporated the AASHTO/FHWA supported "Toward Zero Deaths" philosophy as its underlying

principle. The Maryland Highway Safety Office is in complete concurrence with the "Toward Zero Deaths" initiative. This principle sets goals of reducing motor vehicle-related fatalities and injuries by one-half by 2030, with an eventual goal to approach zero traffic deaths. The SHSP interim annual targets through the life of this particular SHSP are based on this methodology, but they have been revised since the 2011-2015 SHSP to take into account guidelines in Moving Ahead for Progress in the 21st Century Act (MAP-21).

The SHSP provides the data-driven framework for Maryland to apply the best solutions to solving its most critical highway safety problems. The continued active involvement of various stakeholders, along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures broad support throughout the five-year life of the plan, promises effective implementation of the plan, and supplies guidance to reach the ultimate goal of saving lives. The Maryland SHSP can be found here: https://zerodeathsmd.gov/wp-content/uploads/2021/01/2021_2025_MD_SHSP_FINAL.pdf.

Environmental Planning Factors

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

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

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

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

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

Coordinated Public Transit - Human Services Transportation Plan

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

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

The Maryland Transit Administration (MTA) led the development of the initial statewide plan and five regional Coordinated Transportation Plans in October 2007. These plans were updated in 2010, 2015, and again in 2019. All plans were adopted by appropriate local bodies. These planning efforts not only pertain to Section 5310, but they also include the wide spectrum of services offered by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans assessed the transportation needs of older adults, people with disabilities, and low-income workers, developed strategies for addressing identified gaps and approving efficiencies of services, and prioritized specific strategies for implementation. In addition, these plans identified potential organizations or structures to implement coordinated activities and potential new coordinated services.

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

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

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

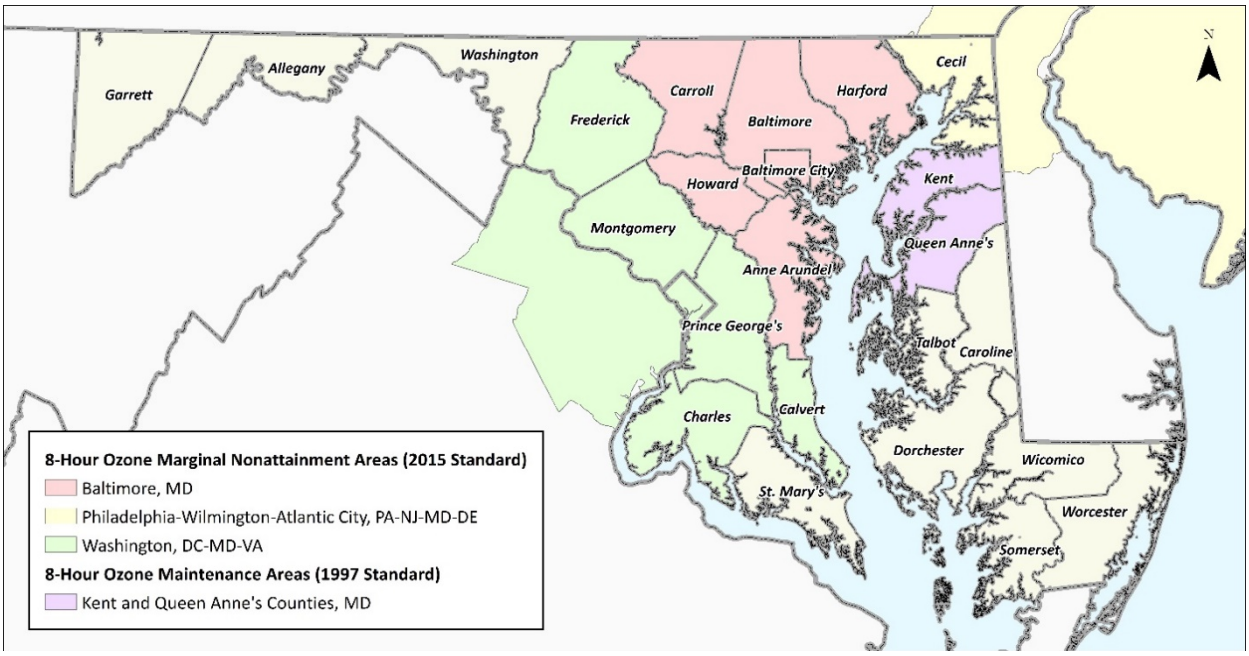
(b) MPO Coordination and Air Quality Attainment: There are seven metropolitan planning organizations (MPO) across the State that perform a range of activities that promote an integrated approach to regional transportation planning. The federally mandated transportation planning process requires MPOs to produce a financially constrained long-range multimodal transportation plan (LRTP) and transportation improvement program (TIP) that lists actual funding commitments for projects. MPOs must follow their approved Public Involvement and Title VI Plans to solicit public concerns and ensure the transportation plans do not disproportionately affect low-income or minority communities in an adverse way. The MPO Board, consisting of local elected officials, transit agencies, and state and local transportation representatives, is the approving authority for the MPO. Once the plans and programs are approved, they are added to the STIP.

In addition, the MPOs must ensure that the projects included in the LRTP and TIP collectively contribute to air quality improvement goals for the region. This requirement is the federally regulated transportation conformity process that requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and maintaining its attainment goals and will not:

- *Cause or contribute to new air quality violations,*
- *Worsen existing violations or*
- *Delay timely attainment of the relevant NAAQS.*

Regional transportation conformity is required for areas designated nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). To demonstrate conformity, the regional emissions associated with the LRTP and TIP must be less than or equal to the motor vehicle emissions budgets (MVEB) established in a State Implementation Plan (SIP).

In Maryland, transportation conformity is applicable in the ozone nonattainment and maintenance areas, illustrated in the figure below.



Ozone

The current ozone NAAQS is the 0.070 ppm 8-hour standard established in 2015 with nonattainment designations effective August 3, 2018. The US EPA designated three areas in Maryland as "marginal" nonattainment. These areas are subject to transportation conformity and include: Metropolitan Washington, DC, (DC-MD-VA) region, Baltimore, MD region and Cecil County as part of the Philadelphia-Wilmington-Atlantic City (PA-NJ-MD-DE) region. The marginal classification requires the areas to demonstrate attainment by 2021.

Kent and Queen Anne's Counties are "maintenance" areas for the 1997 ozone standard. For transportation conformity, they are considered an isolated rural area and require conformity only for new, regionally significant projects. All other counties in Maryland are in attainment for ozone.

$PM_{2.5}$

The US EPA published a revocation of 1997 $PM_{2.5}$ Standard on August 24, 2016, resulting in three areas in Maryland, previously designated as maintenance areas, no longer being required to demonstrate transportation conformity for any fine particulate matter standard. These areas include the Washington, DC and Baltimore regions, as well as the Hagerstown-Martinsburg, WV region. All counties in Maryland are in attainment of the 2006 and 2012 PM2.5 NAAQS.

Greenhouse Gases (GHG)

Greenhouse gas (GHG) emissions are not included in the sections of the Clean Air Act (CAA) governing the transportation planning and conformity processes. The State's commitments to reduce GHG emissions to combat the effects of climate change are guided by State legislation. The State's Greenhouse Gas~~es~~ Reduction Act (GGRA) was

reauthorized in 2016 and established the greenhouse gas (GHG) reduction goal of 40 percent from 2006 levels by 2030 ("40 by 30"). Maryland's 2030 GGRA Plan, completed in 2021, addresses the suite of actions necessary to meet the 40 by 30 GHG reduction goal. Through the MDOT GGRA Plan (which is a component of the Maryland 2030 GGRA Plan), MDOT has aligned its mission and transportation planning efforts to mitigate GHG emissions while investing in a transportation system that is resilient to climate impacts. Meeting the transportation sector emissions reduction challenges and opportunities requires innovative infrastructure design, investment in travel choice and travel efficiency, and adoption of fuel and vehicle technologies that consume less fossil fuel.

MDOT has implemented a variety of transportation emissions reduction strategies, adopting policy and program changes, that collectively improve air quality, reduce congestion and reduce emissions. Through its leadership of the Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), MDOT plays a leading role in the deployment of Electric Vehicle (EV) infrastructure, supporting growth in zero-emission vehicles (ZEVs) in Maryland. Reducing congestion is a critical component of mitigating GHG emissions and MDOT continues to expand transit services, improve travel demand management programs, and is implementing the Maryland Traffic Relief Plan. MDOT has also developed Maryland's Connected and Autonomous Vehicle (CAV) Strategic Vision and MDOT's CAV Strategic Plan and is deploying integrated corridor management advances to manage congestion.

In addition to mitigating GHG emissions, MDOT is developing vulnerability assessments and resiliency plans to address the current and future impacts of climate change and potential sea rise on the transportation network. MDOT leads by example in utilizing renewable energy sources, by allowing contractors opportunities to install, operate, and maintain solar systems on MDOT properties through a Master Solar Agreement (MSA) instituted in 2021.

(c) Non-Metropolitan Area Coordination: Development of the STIP is not complete until the needs and priorities of non-metropolitan areas are included. MDOT has developed the "Non-metropolitan Area Consultative Process" in order to comply with federal transportation planning requirements. This policy provides a process for non-metropolitan areas and non-metropolitan elected officials to be involved in Statewide transportation planning that spans across all modes. Section 4.0 also described the annual CTP/STIP Fall Tour, a key component of Maryland's outreach to non-metropolitan areas and other coordination efforts with non-metropolitan areas pursued by MDOT.

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

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

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

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

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

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

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

(g) Capital and Non-Capital Project for Specific Federal Funds: The STIP includes all projects using federal funds for capital and non-capital projects. An example would be the list of bicycle and pedestrian projects programmed that can be found in Appendix M. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR.

(h) Regionally Significant Projects: The 2022 STIP includes all MDOT projects, including those projects of regional significance. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

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

(j) Grouped Projects: In the STIP, 23 CFR 450.326(h) permits MDOT to group projects "that are not considered to be of appropriate scale for individual identification." These projects, typically referred to as "minor" or "system preservation" appear in MDOT's various system preservation programs, are smaller in scope and cost, and can include both smaller new construction, including safety improvements, and ongoing maintenance activities such as roadway resurfacing. These system preservation program projects in metropolitan areas are grouped based on MDOT SHA funding categories (see appendix J). "Major" and/or regionally significant projects are not grouped together, and each has its own project information form (PIF) page in the STIP. In select instances, individual system preservation projects may be determined to be regionally significant, and each also will have its own PIF page in the STIP.

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2040 Maryland Transportation Plan (MTP)* provided policy guidance for the 2022 STIP development. The MTP in turn provides overall policy direction for Maryland's seven MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: The financial documentation can be found in Appendix B&C and in the CTP Summary on pages 11-15. This information was presented and distributed to the public during the Fall Tour. The section titled "Where the Money Comes From" (page 14 of the CTP) details the various inputs to the TTF, which is Maryland's dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by federal aid, operating revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

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

The total projected Trust Fund revenues amount to $30.9 billion for the period covered by the FY 2021 – FY 2026 CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 5 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their local transportation needs.

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

This STIP reflects the financial realities of the global pandemic and the significant loss of all sources of funds except federal funds. While federal funds increased with the three relief packages the state funds to match formula funds dramatically decreased. To continue with the program of projects MDOT had to use toll credits and shift federal funds to previously state funded projects wherever it was possible. This STIP's financial plan reflects the continuation of most of the previous projects but with a much greater reliance on federal funds and toll credits on previously state funded projects and federal projects that were 80/20 split funded.

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

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

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

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2022 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

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

- A STIP must be financially constrained by year and funding category.
- The STIP must clearly identify projects to be funded using current revenues and which projects are to be funded using proposed revenue sources.

- Proposed funding sources and strategies ensuring their availability shall be identified.
- Operation and maintenance funding must be programmed into the STIP.
- The State must have a process for estimating expected revenue from all funding sources over the time period of the STIP and furnish this information to MPOs for the development of their TIPs.

The 2022 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, State special, State general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. The Summary includes Operating and Maintenance Costs on pages A-16 through A-24, which are fully funded first before any funding is declared available for Capital projects. Lastly, all of the information contained in the MPO TIPs for the state projects comes directly from the CTP. Once the CTP is approved by the Maryland General Assembly and Governor, it becomes the budget established in the financial system.

State Highway Administration Details

The STIP primarily is a planning document, including a snapshot of revenue and expenditure information, projected over four years, at the time of adoption. This stands in contrast to a budget document, which would communicate day-to-day expenditures, approvals, and federal reimbursements. However, due to increasing scrutiny concerning the demonstration of fiscal constraint, a discussion of MDOT SHA's day-to-day budget process is relevant.

As described in the executive summary, the MDOT capital program is funded by State funds (dedicated Transportation Trust Fund revenues and CTP bond funds) and federal funds. MDOT SHA primarily receives federal funds from FHWA under a federal transportation funding authorization. MDOT SHA reviews each project to determine its eligibility to use federal-aid funds. Subsequently, FHWA must authorize the obligation of federal funds in advance of MDOT SHA seeking federal reimbursement of project costs. If federal eligibility criteria cannot be met, State funds must be programmed, if available, instead. The MDOT capital program budget process is based on a projection of available State funding versus available federal funding.

It is important to note that the federal surface transportation program primarily has been a capital construction program and rarely are federal funds authorized for maintenance projects or activities. At this time, only CHART operations activities receive federal funds as part of the maintenance program. The other exception is FEMA and FHWA Emergency Relief funds, which may be sought when a significant or catastrophic emergency weather event occurs and causes significant damage. It is important to capture the costs associated with these events in order to seek federal reimbursement. It should be noted that the use of federal funds for preliminary engineering and final design must be evaluated carefully given FHWA payback rules. Should a project not proceed to right-of-way acquisition or construction within 10 years, preliminary engineering and/or final design costs previously reimbursed with federal funds may need to be paid back.

Capital Project

A capital project included in the STIP generally is a project that ultimately results in the construction of an infrastructure asset or improves the infrastructure asset by extending its useful life. The CTP development process comply with Accounting Pronouncement GASB-

34, which requires infrastructure and all capital assets be accounted for and depreciated based on the reasonable useful life of the asset. MDOT CTP Bonds are backed by these infrastructure assets. These bonds require that capital program bond funds be used exclusively for appropriate capital program spending as authorized by the approved CTP. Each capital project must support the specific MDOT SHA capital program fund category from which it is funded, such as Fund 77 (Resurfacing and Rehabilitation). Each capital program fund must be used exclusively for the purposes approved by the Secretary and the Legislature.

Capital Program Fund Categories (Grouped Projects)
Capital program funds, such as Fund 80 (Bridge Replacement and Rehabilitation), are an integral part of managing MDOT SHA's capital program. Fund categories are approved by the administrator and the secretary during the budget submission process. Each fund category represents a capital investment in the MDOT SHA network. Funds can be spent on only capital projects within the MDOT SHA network unless the project has been approved as reimbursable by another party, i.e., a local jurisdiction. Work performed in the capital program cannot be considered repair or maintenance work, which is work that does not extend the useful life of a capital or infrastructure asset, but rather minimally extends the asset's life. Repairs to and maintenance of the MDOT SHA network must be approved and charged against the maintenance program.

Form 42 and Form 30 – Project/Contract Approval Process
The MDOT SHA capital project approval process is facilitated through the use of MDOT SHA Form 42 and MDOT SHA Form 30. These forms must be approved before capital funding can be authorized, committed, and/or expended. The Form 42 allows a project to be authorized for future funding from an approved capital fund category. One requirement of the Form 42 is that it must contain the appropriate TIP and/or STIP reference for the project. MDOT SHA Federal Aid Programming assesses the project's federal funding eligibility at that time. Accurately assessing eligibility is important as an erroneous determination can lead to potential under-spending of federal funding and over-spending of State funding. Approval of a Form 42 requesting construction funding signifies that the project can proceed to advertisement. The approved Form 42 commits the future funds under the appropriate capital program fund category, but it also allows the cash flow and forecasting process to begin. Subsequently, a Form 30 must be submitted to establish an active project number in FMIS, except in the case of advertised construction projects. It should be noted that any change in project cost, schedule, and/or scope is documented through the Form 42 and Form 30 process. This change approval step allows a project to be authorized for any changes that result in a decrease or increase of spending of State or federal dollars, as well as any significant changes in cash flow assumptions.

Advertisement Schedule
The MDOT SHA advertisement schedule is a working document reviewed weekly by MDOT SHA senior management and capital program fund managers that ensures all approved capital construction projects proceed to contract advertisement on schedule. FHWA also regularly participates in the weekly review. Only projects with an approved Form 42 can be included in the advertisement schedule. The review process ensures major milestones are achieved by meeting targeted dates including the project's notice to proceed date, on which the project's cash flow estimate and budget are based.

Monthly Forecast

The MDOT SHA monthly financial forecast allows MDOT SHA management to monitor capital program spending levels via the *budgetary* process (not the *planning* process). Each fund category within the approved CTP is monitored to ensure that project spending/programming is progressing within the estimated cash flow/approved budget or to determine if it is under- or overspending/programming. Immediate action must be taken to correct any significant spending issues. Generally, capital program spending is considered to have been successful if, at the end of a fiscal year, at least 90 percent of the programmed budget is spent, and State funding is not overspent.

Advance Construction

MDOT SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during each fiscal year. The cash flows used are the same as those carried in MDOT's CTP. Federally-funded projects are added to the program only when there is sufficient obligation authority (OA) remaining after providing for projects already underway. For planning purposes, the OA is calculated at a rate of 90.1-94.0 percent of authorized appropriations. A detailed analysis of the use of OA is prepared for CTP each year.

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

Appendix A

Statement of Self-Certification

Appendix B

SHA Financial Constraint Summary Table

Appendix C

MTA Financial Constraint Summary Table

Appendix D

Fiscal Constraint By Metropolitan Planning Organization

Appendix E

Eastern Federal Lands Division Projects

Appendix F

Federal Funding Sources

Appendix G

Glossary

Appendix H

List of Urban Projects in TIPs

Appendix I

This Appendix contains all Statewide Transit Projects that are not found in the MPO TIPs.

Appendix J

This Appendix contains the Consolidated Transportation Program Summary and all Statewide Highway Projects that are not found in the MPO TIPs

Appendix K

This Appendix contains the National and State Performance Management Goals Summary.

Appendix L

Public Outreach and Comments.

Appendix M

Bicycle and Pedestrian Projects.

APPENDIX A – Statement of Self Certification

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

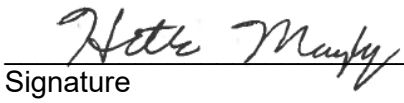
- Assurances
- Title VI Plan
- LEP Plan
- Self Evaluations
- Transition Plan
- Public Involvement Guidelines
- Memorandums of Understanding with MPOs
- Reviews of MPOs conducted by SHA/MTA
- Reviews conducted by Federal oversight agencies of MPOs (SHA/MTA)
- MPO Public Involvement Plans (Office of Planning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

If you have any questions or need additional information, please do not hesitate to contact Tyson Byrne, Regional Planning Manager, Office of Planning and Capital Programming, at 410-865-1284, toll-free at 888-713-1414 or via email at tbyrne@mdot.maryland.gov.

STATEWIDE TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

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

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



Signature

Heather Murphy
Printed Name

Director, Office of Planning and Capital Programming
Title

September 6, 2021
Date

APPENDIX B – SHA Financial Constraint Summary Tables

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2021-2025
Dollars in Millions

State Highway Administration (SHA)	2021*	2022	2023	2024	2025	2021-2025 TOTAL
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	$ 638.0	$ 725.1	$ 553.9	$ 525.6	$ 530.9	$ 2,973.5
FEDERAL REVENUE						
Federal Fund Balance as of 10/1/2020	$ 208.0	$ -	$ -	$ -	$ -	
Federal Core Apportioned Programs w/o HPP	$ 684.5	$ 675.0	$ 688.5	$ 702.2	$ 716.3	$ 3,466.5
Federal High Priority Project Funding	$ -	$ -	$ -	$ -	$ -	
Special Federal Appropriations (COVID)	$ 149.2	$ -	$ -	$ -	$ -	$ 149.2
Total Federal Revenue Available	$ 1,041.7	$ 675.0	$ 688.5	$ 702.2	$ 716.3	$ 3,823.7
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	$ 516.7	$ 390.2	$ 460.0	$ 514.2	$ 496.4	$ 2,377.5
Total State Revenue Available	$ 516.7	$ 390.2	$ 460.0	$ 514.2	$ 496.4	$ 2,377.5
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	$ 2,196.4	$ 1,790.2	$ 1,702.3	$ 1,742.0	$ 1,743.6	$ 9,174.6
SHA REVENUE USES (ARRA Included)						
OPERATIONS & MAINTENANCE						
Administrative and General Expenses	$ 27.2	$ -	$ -	$ -	$ -	$ 27.2
District Routine Maintenance	$ -	$ -	$ -	$ -	$ -	$ -
Statewide Maintenance	$ -	$ -	$ -	$ -	$ -	$ -
Winter Maintenance (Use of COVID Funds)	$ 75.0	$ -	$ -	$ -	$ -	$ 75.0
Total Operations and Maintenance	$ 102.2	$ -	$ -	$ -	$ -	$ 102.2
MAJOR PROJECTS (includes D&E)						
Primary	$ 125.6	$ 73.0	$ 40.8	$ 32.6	$ 34.9	$ 306.9
Secondary	$ 72.9	$ 55.6	$ 28.8	$ 31.3	$ 19.1	$ 207.7
Interstate	$ 160.8	$ 111.1	$ 103.8	$ 88.8	$ 70.0	$ 534.4
Change Orders	$ -	$ 4.9	$ 5.1	$ 4.9	$ 1.2	$ 16.1
Reimbursables	$ 15.0	$ 15.0	$ 15.0	$ 15.0	$ 15.0	$ 75.0
Total Major Projects	$ 374.3	$ 259.6	$ 193.5	$ 172.5	$ 140.1	$ 1,140.1
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	$ 2.8	$ 1.3	$ 2.4	$ 2.5	$ 4.7	$ 13.7
Crash Prevention	$ 21.6	$ 2.2	$ 12.2	$ 11.8	$ 18.8	$ 66.6
Median Guardrail & End Treatment	$ -	$ -	$ -	$ -	$ -	$ -
ADA Retrofit	$ 5.3	$ 4.0	$ 3.7	$ 3.9	$ 7.7	$ 24.6
RailRoad Safety & Spot	$ 2.1	$ 0.9	$ 3.0	$ 3.0	$ 2.9	$ 11.9
Drainage	$ 9.8	$ 15.4	$ 15.1	$ 15.5	$ 20.7	$ 76.5
Emergency	$ 0.6	$ -	$ 6.2	$ 4.8	$ -	$ 11.6
Safety & Spot Improvements	$ 42.7	$ 26.0	$ 37.6	$ 36.7	$ 31.5	$ 174.5
Resurfacing & Rehabilitation	$ 168.9	$ 188.0	$ 197.7	$ 193.1	$ 211.0	$ 958.7
Sidewalks	$ 4.7	$ 3.0	$ 3.8	$ 3.9	$ 7.7	$ 23.1
Bridge Replace & Rehab.	$ 170.1	$ 150.9	$ 193.4	$ 196.7	$ 204.4	$ 915.5
Park-n-Ride	$ 2.5	$ 2.4	$ 1.9	$ 2.5	$ 4.1	$ 13.4
Urban Reconstruction	$ 27.7	$ 16.5	$ 4.1	$ -	$ -	$ 48.3
Traffic Management	$ 46.0	$ 25.5	$ 34.5	$ 37.2	$ 60.1	$ 203.3
CHART (ITS Program)	$ 14.5	$ 9.0	$ 6.4	$ 5.9	$ 15.1	$ 50.9
Intersection Capacity	$ 18.1	$ 6.7	$ 12.5	$ 12.5	$ 11.4	$ 61.2
Bicycle Retrofit	$ 5.8	$ 4.0	$ 3.8	$ 3.9	$ 7.7	$ 25.2
TMDL Compliance	$ 37.5	$ 4.4	$ 14.3	$ 14.3	$ 21.7	$ 92.2
Retrofit Sound Barriers	$ 0.2	$ 0.2	$ 1.1	$ 1.2	$ 1.8	$ 4.4
General SPP*	$ -	$ -	$ -	$ 50.0	$ 50.0	$ 100.0
Total S, CR and CE	$ 580.9	$ 460.4	$ 553.7	$ 599.4	$ 681.3	$ 2,875.6

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS 2018-2022
Dollars in Millions

State Highway Administration (SHA)	2021*	2022	2023	2024	2025	2021-2025 TOTAL
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	$ 27.4	$ 27.4	$ 27.4	$ 27.4	$ 27.4	$ 136.8
Facilities, Equipment & Environmental Compliance	$ 23.9	$ 5.9	$ 15.0	$ 19.1	$ 30.8	$ 94.8
Truck Weight Facilities and Equipment	$ 11.0	$ 5.1	$ 3.2	$ 2.8	$ 4.7	$ 26.7
Transportation Alternatives Program	$ 12.2	$ 15.0	$ 14.9	$ 15.4	$ 15.2	$ 72.7
Highway User Revenues	$ 236.9	$ 254.2	$ 263.5	$ 269.7	$ 195.7	$ 1,220.0
State Aid in Lieu to Locals	$ 6.0	$ 6.0	$ 6.0	$ 6.0	$ 6.0	$ 30.0
Major IT Projects	$ 4.7	$ 4.8	$ 5.4	$ 4.9	$ 4.9	$ 24.7
Total Other System Preservation	$ 322.0	$ 318.4	$ 335.4	$ 345.2	$ 284.6	$ 1,605.6
Subtotal of SHA Uses	$ 1,379.4	$ 1,038.4	$ 1,082.6	$ 1,117.1	$ 1,106.0	$ 5,723.5
DEBT SERVICE						
GARVEE Debt Service	$ -	$ -	$ -			$ -
Total Debt Service	$ -	$ -	$ -			$ -
OTHER						
ADHS Local Access	$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 4.0
Local Bridge Program	$ 13.4	$ 13.7	$ 14.1	$ 14.1	$ 14.1	$ 69.4
Baltimore City Federal Aid	$ 32.9	$ 33.6	$ 34.4	$ 34.4	$ 34.4	$ 169.7
Rec Trails	$ -	$ -	$ -	$ -	$ -	$ -
CMAQ to MDOT/Modals	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 224.0
Other Transfers to MDOT/Modals	$ -	$ 105.0	$ -	$ -	$ -	$ 105.0
Total Other	$ 91.9	$ 197.9	$ 94.1	$ 94.1	$ 94.1	$ 572.1
TOTAL REVENUE USES	$ 1,471.3	$ 1,236.3	$ 1,176.7	$ 1,211.2	$ 1,200.1	$ 6,295.6
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	$ 725.1	$ 553.9	$ 525.6	$ 530.9	$ 543.5	

Note: These categories generally reflect the MAP-21 and FAST Act federal authorization programs. The current FAST Act authorization modifies the names of programs at FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2018 and FFY2020 for a given program. FFYs 21-22 are estimates based on prior FAST Act apportionments.

*FY 2021 is for informational purposes only; STIP covers FY 2022-2025

Explanation of Fiscal Constraint Worksheet – MDOT SHA

MDOT SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from line 1 on page 27 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 10/01/2020** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/01/2020.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT's FAST Act summary of apportionment tables dated 10/01/2020
- **Federal High Priority Project Funding** - After the expiration of SAFETEA-LU, no HPP were included in subsequent funding bills and, therefore, no allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount corresponds to "Special Funds" on the SHA divider page in CTP.

MDOT SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total for major projects and matches the sum of "Construction Program" plus "Development and Evaluation Program" as shown in the Capital Program Summary page 27.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, and the total matches that shown for "Safety, Congestion Relief and Community Enhancements" as shown in the Capital Program Summary page 27.

    - **Environmental Preservation** – This fund provides for design and construction of roadside landscape features, reforestation plantings, critical area mitigation, wetland and stream permitting and mitigation, and other environmental restoration/ preservation efforts associated with Capital Program delivery.
    - **Crash Prevention** – This fund includes roundabouts, minor geometric improvements, capital remedial improvements, and general corridor improvements.
    - **Median Guardrail and End Treatment** – This fund includes traffic barrier improvements.
    - **ADA Retrofit** – This fund includes sidewalks, crosswalks, and ramp retrofit improvements to address compliance and avoid sanctions.
    - **Railroad Safety and Spot** – This fund includes safety improvements at railroad crossings.
    - **Drainage** – This fund includes improvements to areas of recurring flood damage or road closures.
    - **Emergency** – This fund includes work performed as a result of major storm damage, slope failures, or other unforeseen roadway or bridge emergencies.
    - **Safety and Spot Improvements** – This fund includes safety improvements at high accident locations, intersection capacity improvements, slide repairs, roundabouts, and ramp modifications.
    - **Resurfacing and Rehabilitation** – This fund includes resurfacing improvements, including concrete patching, joint sealing, and pavement markings.
    - **Sidewalks** – This fund includes the construction of retrofit sidewalks along state highways and the reconstruction/replacement of existing sidewalks if part of a revitalization effort in an officially designated urban revitalization area.
    - **Bridge Replace and Rehab** – This fund includes bridge replacements, deck replacement, major rehabilitations, deck overlays, parapet modifications, bridge repainting/spot painting, and all structure condition inspections.
    - **Park-and-Ride** – This fund includes park and ride lot expansions, repairs, and lighting.
    - **Urban Reconstruction** – This fund includes the rehabilitation of roads through urban areas including pavement and drainage reconstruction.
    - **Traffic Management** – This fund includes new signals, signal system construction, signal reconstruction, raised pavement markers, lighting, and signage.
    - **CHART (ITS Program)** – This fund includes installation of advanced traffic management systems (ATMS) and advanced traffic information system (ATIS) technologies on interstates and arterials statewide.
    - **Intersection Capacity** – This fund includes geometric improvements to improve mobility at congested intersections.
    - **Bicycle Retrofit** – This fund includes construction and reconstruction of roadway shoulders, road markings for bicycles, fixing potholes, and construction of off-road trails parallel to existing roadways.

- **TMDL Compliance** – This fund includes planning, designing, and construction of stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties to meet US Environmental Protection Agency's Chesapeake Bay TMDL requirements by 2025.
- **Retrofit Sound Barriers** – This fund includes retrofits to sound barriers along existing highways, barrier rehabilitation, and noise berms.
- **General SPP** – This fund is a General System Preservation Program.

- **Other System Preservation** - The total matches that shown for "Other System Preservation" and "Reimbursables" as shown on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as "TOTAL" on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the major projects which are partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects.

note: MDOT SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 32.

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	SIX - YEAR TOTAL
Construction Program							
Major Projects	329.0	240.9	175.2	153.2	117.2	52.1	1,067.6
System Preservation Minor Projects	745.5	605.6	706.5	762.5	855.4	987.6	4,663.0
Highway User Revenues	236.9	254.2	263.5	269.7	195.7	197.1	1,417.1
Development & Evaluation Program	31.7	3.7	3.3	4.4	10.3	2.5	55.9
SUBTOTAL	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
Capital Salaries, Wages & Other Costs	-	-	-	-	-	-	-
TOTAL	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
Special Funds	516.7	390.1	460.0	514.2	496.4	591.3	2,968.8
Federal Funds	811.3	699.3	673.6	660.5	667.1	632.9	4,144.8
Other Funds	15.0	15.0	15.0	15.0	15.0	15.0	90.0

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward line on page 101 (See Fiscal Constraint Table).

MARYLAND STATE HIGHWAY ADMINISTRATION
ADVANCE CONSTRUCTION (AC) FORECAST
(Dollars in Millions)

SFY	**2021***	**2022**	**2023**	**2024**	**2025**
AC Beginning Balance	638.0	725.1	553.9	525.6	530.9
New AC - Planned	1076.8	658.6	758.4	811.5	808.1
New AC - Managed	589.9	491.6	413.2	393.4	404.8
AC Sub-Total	2,304.7	1,875.3	1,725.5	1,730.5	1,743.8
Less: AC Conversions - Planned	(983.1)	(826.5)	(786.7)	(809.7)	(802.3)
Less: AC Conversions - Managed	(589.9)	(491.6)	(413.2)	(393.4)	(404.8)
Ending AC Balance	731.7	557.2	525.6	527.4	536.7

Note: regarding AC Conversions, the State of Maryland converts based on two thirds (2/3) of the total program in the current fiscal year and one third (1/3) of the total program in the following fiscal year.
*FY 2021 is for informational purposes only; STIP covers FY 2022-2025.

APPENDIX C – MTA Financial Constraint Summary Table

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

Description of Fund	Type	FY22	FY23	FY24	FY25	FY22-25
Section 5307	Federal	$ 128,981,593	$ 85,891,060	$ 92,860,607	$ 93,930,727	$ 401,663,987
Section 5337	Federal	$ 60,661,913	$ 39,128,747	$ 38,356,416	$ 56,691,093	$ 194,838,169
Section 5339	Federal	$ 16,225,666	$ 6,313,792	$ 8,546,407	$ 8,578,000	$ 39,663,865
CMAQ	Federal	$ 52,831,518	$ 67,537,698	$ 68,886,440	$ 20,713,560	$ 209,969,216
STP	Federal	$ 80,480,000	$ -	$ -	$ -	$ 80,480,000
Section 5310	Federal	$ 5,893,772	$ 6,192,000	$ 4,499,114	$ 3,264,000	$ 19,848,886
Section 5311	Federal	$ 1,344,830	$ 711,111	$ 6,592,000	$ 6,670,232	$ 15,318,173
TDP	Federal	$ 1,531,200	$ 581,056	$ 174,222	$ 181,333	$ 2,467,811
Discretionary Grants	Federal	$ 164,866,146	$ 7,427,603	$ 2,143,400	$ -	$ 174,437,149
Other		$ 91,208,945	$ 15,790,429	$ 311,000	$ -	$ 107,310,374
Transportation Trust Fund - Capital	State	$ 16,328,444	$ 228,794,831	$ 315,086,572	$ 302,430,936	$ 862,640,783
Transportation Trust Fund - Operating	State & Federal	$ 914,700,000	$ 1,056,000,000	$ 1,114,000,000	$ 1,135,000,000	$ 3,219,700,000
TOTAL		**$ 1,535,054,027**	**$ 1,514,368,327**	**$ 1,651,456,178**	**$ 1,627,459,881**	**$ 5,328,338,413**

EXPENDITURES

MTA Capital		$ 620,354,027	$ 458,368,327	$ 537,456,178	$ 492,459,881	$ 2,108,638,413
MTA Operating		$ 914,700,000	$ 1,056,000,000	$ 1,114,000,000	$ 1,135,000,000	$ 3,219,700,000
Total Expenditures		**$ 1,535,054,027**	**$ 1,514,368,327**	**$ 1,651,456,178**	**$ 1,627,459,881**	**$ 5,328,338,413**
State Dollars Available for Capital Projects		$ 620,354,027	$ 458,368,327	$ 537,456,178	$ 492,459,881	$ 2,108,638,413
Total Capital Expenditures		$ 620,354,027	$ 458,368,327	$ 537,456,178	$ 492,459,881	$ 2,108,638,413

** funds from CARES, CRRSSA, and ARP are not included

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	SIX - YEAR TOTAL
Construction Program							
Major Projects	546.0	518.7	375.8	340.8	248.8	177.6	2,207.7
System Preservation Minor Projects	81.5	84.7	60.4	176.4	211.8	182.7	797.5
Development & Evaluation Program	6.4	4.5	9.2	6.3	17.8	2.1	46.3
SUBTOTAL	633.9	607.9	445.4	523.5	478.5	362.4	3,051.5
Capital Salaries, Wages & Other Costs	12.1	12.5	13.0	14.0	14.0	15.0	80.6
TOTAL	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Special Funds	127.6	16.3	228.8	315.1	302.4	210.5	1,200.8
Federal Funds	449.8	512.8	213.8	222.1	190.0	166.9	1,755.4
Other Funds	68.6	91.2	15.8	0.3	-	-	175.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2021 - FY 2026 CTP/STIP:

	2021	2022	2023	2024	2025 - 2026	TOTAL
Maryland Transit Administration						
New Starts, Fixed Gudeway, Modernization and Bus	276.7	251.8	163.0	166.3	342.6	1,200.4
Elderly and Persons with Disabilites	0.0	3.8	3.9	4.0	12.5	24.2
Rural Area Formula	0.0	7.2	7.4	7.5	23.5	45.6
Subtotal (MTA)	276.7	262.8	174.3	177.8	378.6	1,270.2

APPENDIX D – Fiscal Constraint By Metropolitan Planning Organization

FY 2022 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER FAST ACT							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		331,875,076	161,772,359	35,528,279	1,406,919	22,039,484	552,622,117
MPO							
TPB (Washington Metropolitan Area)	48.6%	$ 161,291,287	$ 78,621,366	$ 17,266,744	$ 683,763	$ 10,711,189	$ 268,574,349
BRTB (Baltimore Metropolitan Area)	40.3%	$ 133,745,656	$ 65,194,261	$ 14,317,896	$ 566,988	$ 8,881,912	$ 222,706,713
Rural Non-MPO	6.0%						$ 33,157,327
HEPMPO (Washington)	0.7%						$ 3,868,355
S/WMPO (Salisbury-Wicomico)	1.0%						$ 5,526,221
C-SMMPO	1.7%						$ 9,394,576
WILMAPCO (Cecil)	0.5%						$ 2,763,111
CAMPO (Allegheny)	1.2%						$ 6,631,465
							$ 552,622,117

FEDERAL-AID HIGHWAY PROGRAM FUNDING PRIOR TO FY2022							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		246,676,670	160,817,752	70,888,933	573,273	24,992,611	503,949,237
MPO							
TPB (Washington Metropolitan Area)	48.6%	$ 119,884,862	$ 78,157,427	$ 34,452,021	$ 278,611	$ 12,146,409	$ 244,919,329
BRTB (Baltimore Metropolitan Area)	40.3%	$ 99,410,698	$ 64,809,554	$ 28,568,240	$ 231,029	$ 10,072,022	$ 203,091,543
Rural Non-MPO	6.0%						$ 30,236,954
HEPMPO (Washington)	0.7%						$ 3,527,645
S/WMPO (Salisbury-Wicomico)	1.0%						$ 5,039,492
C-SMMPO	1.7%						$ 8,567,137
WILMAPCO (Cecil)	0.5%						$ 2,519,746
CAMPO (Allegheny)	1.2%						$ 6,047,391

TOTAL FEDERAL-AID HIGHWAY PROGRAM AVAILABLE FOR FY 2022										
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	Subtotal		Total
Maryland		578,551,746	322,590,111	106,417,212	1,980,192	47,032,095		1,056,571,354		1,056,571,354
MPO										
TPB (Washington Metropolitan Area)	48.6%	$ 281,176,149	$ 156,778,794	$ 51,718,765	$ 962,373	$ 22,857,598	$ -	$ 513,493,678	$ -	$ 513,493,678
BRTB (Baltimore Metropolitan Area)	40.3%	$ 233,156,354	$ 130,003,815	$ 42,886,136	$ 798,017	$ 18,953,934	$ -	$ 425,798,256		$ 425,798,256
Rural Non-MPO	6.0%	$ -	$ -	$ -	$ -	$ -	$ 63,394,281	$ 63,394,281	$ -	$ 63,394,281
HEPMPO (Washington)	0.7%	$ -	$ -	$ -	$ -	$ -	$ 7,395,999	$ 7,395,999	$ -	$ 7,395,999
S/WMPO (Salisbury-Wicomico)	1.0%	$ -	$ -	$ -	$ -	$ -	$ 10,565,714	$ 10,565,714	$ -	$ 10,565,714
C-SMMPO	1.7%	$ -	$ -	$ -	$ -	$ -	$ 17,961,713	$ 17,961,713	$ -	$ 17,961,713
WILMAPCO (Cecil)	0.5%	$ -	$ -	$ -	$ -	$ -	$ 5,282,857	$ 5,282,857	$ -	$ 5,282,857
CAMPO (Allegheny)	1.2%	$ -	$ -	$ -	$ -	$ -	$ 12,678,856	$ 12,678,856	$ -	$ 12,678,856

TOTAL MARYLAND HIGHWAY PROGRAM FOR FY 2022										
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	Subtotal	INFRA/BUILD	Total
Maryland										
MPO										
TPB (Washington Metropolitan Area)	#DIV/0!	$82,726,201	$91,474,000	$3,258,000	$4,523,000	$662,000		$ 182,643,201		$ 182,643,201
BRTB (Baltimore Metropolitan Area)	#DIV/0!	$ 214,439,000	$ 219,043,000	$ 23,080,000	$ 51,499,000			$ 508,061,000	$ 34,188,000	$ 542,249,000
Rural Non-MPO	14.4%	$ 12,942,000	$ 49,865,000		$ 1,739,000	$ 548,000	$ 8,023,000	$ 73,117,000		$ 73,117,000
HEPMPO (Washington)	#DIV/0!	$ 6,584,000	$ 616,000				$ 39,923,905	$ 47,123,905		$ 47,123,905
S/WMPO (Salisbury-Wicomico)	#DIV/0!	$ 227,200					$ 12,632,000	$ 12,859,200		$ 12,859,200
C-SMMPO	#DIV/0!		$ 1,264,000		$ 8,730		$ 16,104,000	$ 17,376,730		$ 17,376,730
WILMAPCO (Cecil)	#DIV/0!						$ 11,636,800	$ 11,636,800	$ 4,800,000	$ 16,436,800
CAMPO (Allegheny)	#DIV/0!	$ 11,848,000	$ 4,274,400				$ 37,272,000	$ 53,394,400		$ 53,394,400

FY 2021 FEDERAL-AID TRANSIT PROGRAM APPORTIONMENTS UNDER FAST ACT										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	5304	Total
Maryland Statewide	$ -	$ 117,253,159	$ 643,837	$ 158,616	$ 758,099	$ 63,145,559	$ 3,500,000	$ 636,000	$ 540,669	$186,095,270
Over 1,000,000	$ 160,517,178	$ -	$ 2,221,373	$ -	$ -	$ -	$ 4,972,532	$ -		$167,711,083
200,000-999,999	$ 3,657,623	$ -		$ -	$ -	$ -		$ -		$3,657,623
50,000-199,999	$ 14,342,674	$ -	$ 1,006,256	$ -	$ -	$ -	$ 959,315	$ -		$16,308,245
Totals	$ 178,517,475	$ 117,253,159	$ 3,871,466	$ 158,616	$ 758,099	$ 63,145,559	$ 9,431,847	$ 636,000		$ 373,772,221
MPO										
TPB (Washington Metropolitan Area)	$ 89,545,049	$ 117,253,159								$206,798,208
BRTB (Baltimore Metropolitan Area)	$ 80,289,163		$ 2,221,373				$ 4,972,532			$87,483,068
HEPMPO (Washington)	$ 2,247,903									$2,247,903
S/WMPO (Salisbury-Wicomico)	$ 2,064,202									$2,064,202
C-SMMPO	$ 1,520,911									$1,520,911
WILMAPCO (Cecil)	$ 1,706,752									$1,706,752
CAMPO (Allegheny)	$ 1,143,495									$1,143,495
Rural Non-MPO			$ 643,837							$643,837
	$178,517,475	$117,253,159	$2,865,210	$0	$0	$0	$4,972,532	$0		$303,608,376

FY 2022 FEDERAL-AID TRANSIT PROGRAM PROGRAMMED IN TIPS										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	5304	Total
MPO										
TPB (Washington Metropolitan Area)	$35,405,300	$116,000,000	$ -	$743,000	$ -	$ -	$ -	$ -		$152,148,300
BRTB (Baltimore Metropolitan Area)	$ 139,724,000	$ -	$ 3,608,000	$ -	$ 400,000	$ 53,250,000	$ 7,758,000	$ -		$204,740,000
HEPMPO (Washington)	$ 1,213,541		$ 2,161,780				$ 381,072	$ 1,000,000		$4,756,393
S/WMPO (Salisbury-Wicomico)	$ 2,346,000			$ 226,000			$ 608,000	$ -		$3,180,000
C-SMMPO	$ 782,624		$ 108,000	$ 846,754			$ 460,399	$ -		$2,197,777
WILMAPCO (Cecil)	$ 340,000			$ 262,400			$ 160,000	$ -		$762,400
CAMPO (Allegheny)	$ 823,647		$ 55,200	$ 3,190				$ -		$882,037
Rural Non-MPO			$ 1,105,000	$ 6,136,000			$ 297,000	$ -	$ 1,444,000	$7,538,000
	$180,635,112	$116,000,000	$7,037,980	$8,217,344	$400,000	$53,250,000	$9,664,471	$1,000,000	$1,444,000	$376,204,907

APPENDIX E – Eastern Federal Lands Division Projects

FY2021-FY2024 Transportation Improvement Program
Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
FW PATU 16(3)	2020	MD	Anne Arundel	Patuxent Research Refuge	Rehab Wildlife Loop Duvall Bridge Rd to south of Little Patuxent River bridge.	3RL	OTHER	$ 1,085,000.00	Title 23	EFLHD	In Design	MD-04	FWS
GWMP 6(1) 7(2)	2020	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill including guardrail and guardwall	3RH	FLTP	$ 4,048,150.00	Title 23	EFLHD	Under Construction	_VARIOUS	NPS
MD FLAP WMSPT 11(1)	2020	MD	Washington County	Chesapeake & Ohio Canal National Historical Park	This project consists of developing new sidewalk infrastructure and enhancing existing crosswalks an	MISC	FLAP	$ 510,000.00	Title 23	LOCAL	In Design	MD-06	NPS
NP CHOH 104(1)	2020	MD	Washington	Chesapeake & Ohio Canal National Historical Park	Replace Little Tonoloway Bridge 3100-11P.	BRRC	FLTP	$ 510,000.00	Title 23	EFLHD	Under Construction	MD-06	NPS
MD FLAP WMSPT 63(1) 68(1)	2021	MD	Washington	National Park Service / C&O Canal National Historical Park	Rehabilitating the roadway and sidewalks along MD 63 and MD 68 in the Town of Williamsport, MD.	3RL	FLAP	$ 1,003,407.38	Title 23	LOCAL	In Design	MD-06	NPS
NP BAWA 1(9) 2(9)	2021	MD	Anne Arundel	Baltimore Washington Parkway	BW Parkway Guardrails and Sign Replacement from Big Patuxent River Bridge to MD 175.	3RL	FLTP	$ 2,000,000.00	Title 23	EFLHD	In Design	MD-05	NPS
MD ERFO NPS CHOH 2019-1(1)	2022	MD	Montgomery	Chesapeake & Ohio Canal National Historic Park	Repair storm damage on Great Falls Entrance Road & at Swaims Lock Parking Area.	MISC	ERFO	$ 374,000.00	Title 23	EFLHD	Planned	MD-06	NPS
NP BAWA 507(1) 509(1)	2022	MD	Prince Georges and Anne Arundel	Baltimore Washington Parkway	Lighting Improvements on Route 197, Route 32, and I-95 Interchanges	MISC	FLTP	$ 250,000.00	Title 23	EFLHD	Planned	MD-04	NPS
NP CHOH 206(1) 913(1) ETC	2022	MD	Washington, Montgomery, Allegany	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 3100-001P, -005P and -013P.	BRRH	FLTP	$ 625,000.00	Title 23	EFLHD	In Design	_VARIOUS	NPS
NP GWMP 6(2)	2022	MD	Montgomery County	George Washington Memorial Parkway	Rehab cantilever Structure 3300-044.	BRRH	FLTP	$ 4,000,000.00	Title 23	EFLHD	Planned	MD-08	NPS
BAWA 1(6) 2(6)	2023	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements	MISC	REIMB	$ 350,000.00	Title 54	EFLHD	In Design	MD-05	NPS
FW PATU 13(1)	2023	MD	Prince Georges	Patuxent Research Refuge	Resurface Powder Mill Road from South Boundary to MD Route 197.	3RL	FLTP	$ 1,297,000.00	Title 23	EFLHD	Planned	MD-04	FWS
NP ANTI 300(2) 307(1) ETC	2023	MD	Washington	Antietam National Battlefield	Pavement preservation of various Routes and trail work at Burnside Bridge.	2R	FLTP	$ 1,259,300.00	Title 23	EFLHD	In Design	MD-06	NPS
NP BAWA 1(10) 2(10)	2023	MD	Anne Arundel	Baltimore Washington Parkway	Improve shoulder areas at 8 locations for vehicles to safely stand outside of the traffic lanes.	MISC	FLTP	$ 5,000,000.00	Title 23	EFLHD	In Design	MD-04	NPS

FY2021-FY2024 Transportation Improvement Program
Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
NP BAWA 1(11) 2(11)	2023	MD	Anne Arundel	Baltimore Washington Parkway	Improve 4 median crossover areas for authorized vehicles	MISC	FLTP	$ 440,000.00	Title 23	EFLHD	In Design	MD-04	NPS
NP BAWA 1(12) 2(12)	2023	MD	Anne Arundel, Prince George's	Baltimore Washington Parkway	Bridge Railing and Capstone Replacement Structure Nos. 3530-003P, 004P, & 021P.	BRRH	FLTP	$ 3,850,000.00	Title 23	EFLHD	Planned	MD-04	NPS
NP CATO 10(5) 11(2) ETC	2023	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 0 Foxville-Deerfield Rd	3RH_3RL	FLTP	$ 500,000.00	Title 23	EFLHD	In Design	MD-06	NPS
NP NACE 300(1) 301(1)	2023	MD	Prince George's	National Capital Parks East	Marshall Hall Access Road & Loop Road reconstruction	3RH	REIMB	$ 629,000.00	Title 54	EFLHD	Planned	MD-04	NPS

APPENDIX F – Federal Funding Sources

Federal-aid Highway Funding

1. **Appalachian Development Highway System (ADHS)** – The Appalachian Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.
2. **Congestion Mitigation and Air Quality (CMAQ)** – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
3. **Surface Transportation Program (STP)** – The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
4. **National Highway Performance Program (NHPP)** – The NHPP provides funding on roadways designated on the National Highway System supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement.
5. **Highway Safety Improvement Program (HSIP)** – The HSIP provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
6. **State Planning and Research (SPR)** – The SPR provides funding for the planning of future roads highway programs and local public transportation systems and the planning of the financing of such programs and systems, including metropolitan and statewide planning.
7. **Transportation Alternatives Program (TAP)** – The TAP funding is for activities considered under the Transportation Alternatives which include the construction, planning, and design of pedestrian and trail facilities; safety-related infrastructure; and Safe Routes to School (SRTS) program. Other project categories include historic preservation and rehabilitation of historic transportation facilities; vegetation management practices, environmental mitigation activities, projects that reduce vehicle-caused wildlife mortality, and the recreational trails program.
8. **Special Federal Appropriations (SFA)** – The SFA are a combination of Congressionally Designated Projects or Discretionary Programs. These are not formula based funding and allocated to a particular project through designation or competitive selection.

Federal-aid Transit Funding

1. **Planning Programs, Sections 5303, 5304, 5305** – Provides planning funds for State Departments of Transportation for Statewide Planning.
2. **Transit Urbanized Area Formula Program, Section 5307** – Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.
3. **Bus Facility and Bus Programs, Sections 5309 and 5318** – Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.

4. **Capital Investment Grants "New Starts," Section 5309** – This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of $75 million of less (Small Starts).
5. **Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310** – Provides funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.
6. **Transit Funds for Areas Other Than Urbanized Areas, Section 5311** – Provides capital and operating assistance for rural and small urban public transportation systems.
7. **Congestion Mitigation and Air Quality (CMAQ)** – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
8. **Preventive Maintenance Project Type** – Provides funding for preventive maintenance based on grant programs that have a capital component.
9. **State of Good Repair, Section 5337** – Provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a **state of good repair**.
10. **Bus and Bus Facilities Formula, Section 5339** – Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal-aid Phases

Project Planning (PP) – This funding is the initial phase of project development where the need and feasibility of a project is documented and scoping is broad and involves the public.

Preliminary Engineering and Final Design (PE/FD) – This funding provides for projects including preliminary and final design. these funds involve 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.

Right-of-Way (RW) – This funding provides for acquisition of necessary rights-of-way in which a project will be constructed or to protect corridors for future project construction.

Construction (CO) – This funding provides for the building and implementation of the designed facility and may include costs associated with relocating utilities as well.

Other - This funding provides for transit project expenditures. It also can provide for a variety of non-capital highway project-related expenditures, most often associated with ongoing technology, intelligent transportation systems, and monitoring.

Total – This is the sum of any funding shown for preliminary engineering and final design, right-of-way, construction, and other funding.

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

APPENDIX G - Glossary

ACRONYM	DEFINITION
AC	Advance Construction
AR	Attainment Report
BRAC	Defense Base Closure and Realignment Commission
BRTB	Baltimore Regional Transportation Board
CAMPO	Cumberland Metropolitan Planning Organization
CAV	Connected and Autonomous Vehicle
C-SMMPO	Calvert - St. Mary's Metropolitan Planning Organization
CTP	Consolidated Transportation Program
D&E	Development and Evaluation Program
ESD	Environmental Site Design
EV	Electric vehicle
EVIC	Electric Vehicle Infrastructure Council
FMIS	Fiscal Management Information Systems
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLHP	Federal Lands Highway Program
FTA	Federal Transit Administration
GGRA	Greenhouse Gases Reduction Act
GHG	Greenhouse Gases
HEPMPO	Hagerstown-Eastern Panhandle Metropolitan Planning Organization
HMIS	Highway Management Information System
HNI	Highway Needs Inventory
HUR	Highway User Revenues
ITS	Intelligent Transportation Systems
LOTS	Locally Operated Transit System
LRTP	Long Range Transportation Plan
MAA	Maryland Aviation Administration
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MdTA	Maryland Transportation Authority
MPA	Maryland Port Administration
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
MTP	Maryland Transportation Plan
MVA	Motor Vehicle Administration
MVEB	Motor vehicle emissions budgets
NAAQS	National Ambient Air Quality Standards
OA	Obligation Authority
PIF	Project Information Form
PM	Particulate Matter
RIPD	Regional and Intermodal Planning Division
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SHA	State Highway Administration

SHSP	Strategic Highway Safety Plan
SRT	State Report on Transportation
STIP	Statewide Transportation Improvement Program
S/WMPO	Salisbury/Wicomico Area Metropolitan Planning Organization
TAM	Transportation Association of Maryland
TDM	Transportation Demand
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TMS	Traffic Monitoring System
TOD	Transit Oriented Development
Tour	MDOT's Annual Consultation Meetings – Tour of all counties
TPB	National Capital Regional Transportation Planning Board
TSO	Transportation Secretary's Office
TTF	Transportation Trust Fund
US EPA	United States Environmental Protection Agency
WILMAPCO	Wilmington Area Planning Council
WIP	Watershed Implementation Plans
WMATA	Washington Metropolitan Area Transit Authority

APPENDIX H – List of Urban Projects in TIPs

The Statewide Transportation Improvement Program (STIP) contains Statewide and Rural federally funded projects that can be found within the following 7 Metropolitan Planning Organizations (See Section 2 for MPO TIPs):

- Baltimore Metropolitan Planning Organization includes projects found in the following areas: Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City.

- Washington Metropolitan Planning Organization includes projects found in the following areas: Frederick, Montgomery, Prince George's and Charles Counties.

- Wilmington Metropolitan Planning Organization includes projects found in the following area: Cecil County.

- Calvert-St. Mary's Metropolitan Planning Organization includes projects found in the following area: Calvert, St. Mary's County.

- Cumberland Metropolitan Planning Organization includes projects found in the following area: Allegany County.

- Hagerstown Metropolitan Planning Organization includes projects found in the following area: Washington County.

- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area: Wicomico County.

Projects Found Within Most Recent TIPs

BRTB 2022-2025 TIP

Webpage:

https://www.baltometro.org/transportation/plans/short-range-transportation-improvement-plan/2022-2025-TIP

Original TIP Document:

https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/22-25/22-25TIP.pdf

NUMBER	NAME	PAGE	TIP Years
11-1801-42	Hanover Road Corridor Improvement New Ridge Road Ridge Road	106	2022-2025
11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard US 50 MD 648	108	2022-2025
11-2103-41	MD 3: Saint Stephens Church Road to MD 175 Saint Stephens Church Rd MD 175/Millersville Rd	110	2022-2025
11-2104-41	MD 214: MD 468 to east of Loch Haven Road MD 468 east of Loch Haven Rd	112	2022-2025
11-1103-13	Furnace Avenue Bridge over Deep Run	114	2022-2025
11-1208-13	Harwood Road Bridge over Stocketts Run	116	2022-2025
11-1402-13	Magothy Bridge Road Bridge over Magothy River	118	2022-2025
11-1403-13	O'Connor Road Bridge over Deep Run	120	2022-2025
11-1601-19	McKendree Road Culvert over Lyons Creek	122	2022-2025
11-1602-13	Polling House Road Bridge over Rock Branch	124	2022-2025
11-2105-13	Hanover Road Bridge over Deep Run	126	2022-2025
11-2106-13	Conway Road Bridge over Little Patuxent River	128	2022-2025
11-2107-13	Jacobs Road Bridge over Severn Run	130	2022-2025
11-2101-66	Parole Transportation Center	132	2022-2025
12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	134	2022-2025
12-1701-04	Transportation Management Center Upgrade	136	2022-2025
12-2102-03	Greenway Middle Branch Phase 2 Light Street Alluvion Street	138	2022-2025
12-1215-13	Perring Parkway Ramp over Herring Run	140	2022-2025
12-1216-13	Sisson Street Bridge over CSX Railroad	142	2022-2025
12-1403-13	Wilkens Avenue Bridge Over Gwynns Falls	144	2022-2025
12-1404-11	Belair Road Complete Streets	146	2022-2025
12-1602-13	Remington Avenue Bridge over Stony Run	148	2022-2025

CAMPO 2019-2022 TIP

Original TIP Document:

https://www.alleganygov.org/DocumentCenter/View/5774/Cumberland-MD-WV-PA-TIP-FY-2022-25-Adopted-March-2021pdf

ACT2019-5310	Capital 5310 (Allegany County Transit)	36	2022-2025
ACT2020-STIG	Allegany County Transit Innovations 2020	37	2022-2025

CAMPO Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-139	(CAMPO) Enhanced Mobility of Seniors & Individuals with Disabilities	9/10/2021	N/A	Administrative Modifications
19-136	Great Allegany Passage (GAP) Trail Improvements Watercliff Road Bridge Replacement New Row Road Bridge Replacement	9/2/2021	9/23/2021	Amendments
19-128	The inclusion of the Cumberland Area Metropolitan Planning Area (CAMPO) FY 2022- FY 2025 Transportation Improvement Program (TIP)	6/11/2021		Amendment

C-SMMPO 2021-2024 TIP

Original TIP Document:

http://calvert-stmarysmpo.com/DocumentCenter/View/403/C-SMMPO-FY-2021-2024-TIP--final-signed-document--june-10-2020

NUMBER	NAME	PAGE	TIP Years
A-2021-01	Area wide Environmental	13	2021-2024
A-2021-02	Area wide Safety and Spot Improvements	14	2021-2024
A-2021-03	Area wide Resurfacing and Rehabilitation	15	2021-2024
A-2021-4	Area wide Bridge Replacement and Rehabilitation	16	2021-2024
A-2021-05	Area wide Urban Reconstruction	17	2021-2024
A-2021-06	Area wide Congestion Management	18	2021-2024
SM3511	MD 4, Solomons Island Road	19	2021-2024
SM2101	MD 5 Great Mills Study	20	2021-2024
C-2018-10	Small Urban Transit System (Calvert County Transit)	22	2021-2024
C-2018-11	Rural Urban Transit System (Calvert County Transit)	23	2021-2024
S-2018-12	Small Urban Transit System (St. Mary's County Transit)	24	2021-2024
S-2018-13	Rural Urban Transit System (St. Mary's County Transit)	25	2021-2024
S-2018-14	Small Urban Transit System (Calvert/St. Mary's County Transit)	26	2021-2024
C-2018-15	Ridesharing (Calvert County Transit)	27	2021-2024

Calvert-St. Mary's Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-133	MD 234 Chaptico Creek Bridge Replacement, Chaptico	7/1/2021	_	Amendment
19-112	MD 6 Persimmon Creek Bridge Replacement, Mechanicsville	3/12/2021	3/15/2021	Amendment
19-105	*Small Urban Transit System Calvert County* *Small Urban Transit System St. Mary's County*	1/28/2021	N/A	*Administrative Modifications*
19-99	MD 5 Great Mills	12/21/2020	12/30/2020	Amendment
19-74	MD 6 Persimmon Creek Bridge Replacement, Mechanicsville	8/25/2020	8/27/2020	Amendment
19-64	Calvert-St. Mary's Metropolitan Planning Organization's (C-SMMPO) FY 2021-2024 TIP	6/17/2020	6/23/2020	Amendment

HEPMPO 2021-2024 TIP
TIP Webpage:
http://hepmpo.dtstiptool.com/Document
Original TIP Document:
http://hepmpo.dtstiptool.com/Document/Show/18614

NUMBER	NAME	PAGE	TIP Years
W2014-01	I-70 Interchange Improvements at MD 65	51 of 120	2021-2024
W2014-09	I-81 Phase I Reconstruction	51 of 120	2021-2024
W2017-08	Eastern Blvd Widening Ph II	51 of 120	2021-2024
W2017-10	I-81 Ph 2 & 3 Hwy Reconstruction	52 of 120	2021-2024
W2018-01	Halfway Boulevard Extended Ph 1 & Ph 2	52 of 120	2021-2024
W2018-02	Professional Boulevard Extended - Phase 2	52 of 120	2021-2024
W2019-07	Local Federal Aid Projects	53 of 120	2021-2024
W2019-09	I-70 MD 65 and CSX Bridges Rehabilitation	53 of 120	2021-2024
W2019-10	MD 63/MD 68 Resurfacing and Sidewalk Improvements	53 of 120	2021-2024
W2021-01	Areawide Environmental Projects	54 of 120	2021-2024
W2021-02	Areawide Safety & Spot Imrpovements	54 of 120	2021-2024
W2021-03	Areawide Resurfacing & Rehabilitation	54 of 120	2021-2024
W2021-04	Areawide Bridge Replacement & Rehabilitation	55 of 120	2021-2024
W2021-05	Areawide Urban Reconstruction	55 of 120	2021-2024
W2021-06	Areawide Congestion Management	55 of 120	2021-2024
W2021-07	Wright Road Relocation	56 of 120	2021-2024
W2021-08	I-70 Roadway and Bridge Improvements	56 of 120	2021-2024
W2022-01	Pavement Preservation, Burnside Bridge Trail, and Sherrick Run Bridge	56 of 120	2021-2024
W2022-02	Repair 3 Bridges	56 of 120	2021-2024
WT2021-01	Medium Duty Bus Replacement	57 of 120	2021-2024
WT2021-01.1	Operating Assistance - Section 5307	57 of 120	2021-2024
WT2021-02.1	Capital Assistance - Preventative Maintenance	57 of 120	2021-2024
WT2021-02.7	Capital Assistance - Small Paratransit Bus 504	57 of 120	2021-2024
WT2021-03	Minivan replacement	58 of 120	2021-2024

WT2021-04	Heavy Duty Bus Replacement	58 of 120	2021-2024
WT2022-01	5310 Capital & Operating Assistance	58 of 120	2021-2024

HEPMPO Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-139	(HEMPO) Capital and Operating Assistance	9/10/2021	N/A	*Administrative Modifications*
19-122	*Areawide Safety & Spot Improvements* *Professional Boulevard Extended* *Eastern Boulevard Widening Phase II* *Wright Road Relocation Phase*	5/25/2021	N/A	*Administrative Modifications*
19-114	*Professional Boulevard Extended – Phase 2*	3/23/2021	N/A	*Administrative Modification*
19-110	*Small Urban Transit System (Washington County Transit)*	3/9/2021	N/A	*Administrative Modification*
19-104	*Areawide Safety Spot Improvements*	1/27/2021	N/A	*Administrative Modification*
19-84	I-70 Roadway and Bridge Improvements	11/10/2020	11/12/2020	Amendment
19-75	Wright Road Location Project *Eastern Boulevard Widening Phase II* *Halfway Boulevard Extension Phase 1 & 2* *Professional Boulevard Extended Phase 2*	9/10/2020	9/14/2020	Amendment & *Administrative Modifications*
19-62	Hagerstown/Eastern Panhandle Metropolitan Planning Organization's (HEPMPO) FY 2021-FY 2024 TIP	5/28/2020	6/2/2020	Amendment

S/WMPO 2021-2024 TIP

TIP Document:

https://cb8d0920-d949-40b9-9276-6d6919e1b853.filesusr.com/ugd/5c05e2_f06b6ac7f70d4f2197339e634ebd670e.pdf

NUMBER	NAME	PAGE	TIP Years
1	Areawide Environmental Projects	6	2021-2024
2	Areawide Safety and Spot Improvements	7	2021-2024
3	Areawide Resurfacing and Rehabilitation	8	2021-2024
4	Areawide Bridge Replacement and Rehabilitation	9	2021-2024
5	Areawide Urban Reconstruction	10	2021-2024
6	Areawide Congestion Management	11	2021-2024
7	U.S. Bridge 2200400 Replacement over East Branch of Wicomico River	12	2021-2024
8	Small Urban Transit System (Shore Transit – TCC for the Lower Eastern Shore)	13	2021-2024
9	Small Urban Transit System (Shore Transit – TCC for the Lower Eastern Shore)	15	2021-2024
10	Three Bridges Road – Bridge Replacement	16	2021-2024
11	Naylor Mill Road – Bridge Replacement	17	2021-2024
12	Ferry Rehabilitation - Upper Ferry	18	2021-2024

S/WMPO Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-140	Ferry Rehabilitation - Upper Ferry	9/22/2021	9/23/2021	Amendment
19-139	*(SWMPO)Enhanced Mobility of Seniors & Individuals with Disabilities*	9/10/2021	N/A	*Administrative Modifications*
19-123	Naylor Mill Road – Bridge Replacement	5/27/2021		Amendment
19-117	*U.S. 13 Business Bridge Replacement Project*	4/13/2021	N/A	*Administrative Modification*
19-96	*Three Bridges Road – Bridge Replacement*	12/18/2020	N/A	*Administrative Modification*
19-91	*Small Urban Transit – Capital Assistance*	12/3/2020	N/A	*Administrative Modification*
19-87	The inclusion of the Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) FY 2021- FY 2024 Transportation Improvement Program (TIP)	11/24/2020	12/1/2020	Amendment
19-73	Replacement of Bridge 2200400 over US 13	8/3/2020	8/28/2020	Amendment
19-60	Salisbury-Wicomico Metropolitan Planning Organization FY 2020-2022 TIP	5/21/2020	5/21/2020	Amendment

WILMAPCO 2020-2023

TIP Webpage:
http://www.wilmapco.org/tip/

Original TIP Document:
http://www.wilmapco.org/Tip/fy2020/FY2020-2023TIP.pdf

Cecil County Projects:
http://www.wilmapco.org/Tip/fy2020/fy2020CC.pdf

WILMAPCO Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-139	*(WILMAPCO) Small Urban Transit – Capital Assistance*	9/10/2021	N/A	*Administrative Modifications*
19-95	*Small Urban Transit – Capital Assistance*	12/18/2020	N/A	*Administrative Modification*
19-93	I-95 Belvidere Road Interchange Project	12/7/2020	12/9/2020	Amendment
19-86	Small Urban Transit – Capital Assistance	11/24/2020	12/11/2020	Amendment
19-70	Replacement of Belvidere Road Bridge over CSX Railroad	7/16/2020	7/27/2020	Amendment
19-69	Small Urban Transit - Capital Assistance Small Urban Transit - Operating Assistance Public Transportation Innovation - Capital Assistance Public Transportation Innovation - Operating Assistance	7/15/2020	7/24/2020	Amendments
19-55	*Areawide Bridge Replacement* *Areawide Environmental Projects* *Areawide Resurfacing and Rehabilitation* *Areawide Safety and Spot Improvements* *Areawide Urban Street Reconstruction* *MD 273 Bridge 0704400* *Areawide Congestion Management* *MD 272 Bridge over Amtrak*	4/17/2020	N/A	*Administrative Modifications*
19-35	Wilmington Area Planning Council (WILMAPCO) FY 2020 - FY 2022 Transportation Improvement Program (TIP)	11/18/2019	11/25/2019	Amendment

TPB 2021-2024

TIP Webpage:
https://www.mwcog.org/documents/2020/03/18/fy-2021-2024-transportation-improvement-program/
Original TIP Document:
https://www.mwcog.org/documents/2020/03/18/fy-2021-2024-transportation-improvement-program/

TIP ID	Name	Page	TIP Years
2710	Areawide Transportation Alternatives	A-1	2021-2024
3038	Areawide Environmental Projects	A-3	2021-2024
3044	I-270 at Watkins Mill Road Interchange Construction	A-5	2021-2024
3081	Areawide Bridge Replacement and Rehabilitation	A-7	2021-2024
3082	Areawide Resurfacing and Rehabilitation	A-9	2021-2024
3083	Areawide Urban Reconstruction	A-11	2021-2024
3084	Areawide Safety and Spot Improvements	A-13	2021-2024
3085	Areawide Congestion Management	A-15	2021-2024
3104	MD 97 at Randolph Road Interchange Construction	A-17	2021-2024
3106	MD 97 at Brookeville Highway Construction	A-19	2021-2024
3108	US 1 Highway Reconstruction	A-21	2021-2024
3150	MD 450 Highway Reconstruction - PE Only	A-23	2021-2024
3469	MD 5 Corridor Study	A-25	2021-2024
3547	MD 4 at Suitland Parkway Interchange Construction	A-27	2021-2024
3566	Commuter Connections Program	A-29	2021-2024
3641	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. US 29 at Musgrove and Fairland Roads Interchange Construction	A-31	2021-2024
4879	MD 210 at Kerby Hill Road/Livingston Road Interchange Construction	A-33	2021-2024
4881	US 301 at MD 228/MD 5BU Interchange Construction	A-35	2021-2024
4882	MD 5 at MD 373 and Brandywine Road Interchange Construction	A-37	2021-2024
4885	MD 223 Corridor Study - PE ONLY	A-39	2021-2024
4887	MD 197 Highway Reconstruction - PE ONLY	A-41	2021-2024
4892	US 15 at Monocacy Boulevard Interchange Construction	A-43	2021-2024
5420	MD 97 at Montgomery Hills Highway Reconstruction	A-45	2021-2024

6481	US 15 MD 26 Northbound Bridge Replacement	A-103	2021-2024
6482	MD 75 Haines Branch Bridge Replacement	A-105	2021-2024
6483	Sub-Project of G1002 MD 85 Phase 1 Highway Reconstruction	A-107	2021-2024
6486	MD 355 CSX Old Main Line Subdivision Bridge Replacement	A-109	2021-2024
6487	MD 381 Timothy Branch Bridge Replacement	A-111	2021-2024
6488	US 40AL Urban Reconstruction	A-113	2021-2024
6489	MD 180 Highway Reconstruction	A-115	2021-2024
6507	Complete Streets near Metro Stations - South Stonestreet Avenue	A-117	2021-2024
6508	Complete Streets near Metro Stations - Twinbrook Station	A-119	2021-2024
6514	I-595/US 50 Westbound Resurfacing	A-121	2021-2024
6518	MD 355 Bennett Creek Bridge Replacement	A-123	2021-2024
6522	I-95/I-495 MD 214 Bridges Replacement	A-125	2021-2024
6523	MD 4 Corridor Study	A-127	2021-2024
6524	MD 210 Corridor Study	A-129	2021-2024
6525	US 301 Highway Reconstruction - PE ONLY	A-131	2021-2024
6526	MD 201 Highway Construction - PE ONLY	A-133	2021-2024
6527	MD 202 at Brightseat Road Intersection Improvements	A-135	2021-2024
6528	US 1 Phases 2-3 Highway Reconstruction	A-137	2021-2024
6529	MD 212A Urban Reconstruction	A-139	2021-2024
6532	MD 355 Little Bennett Creek Bridge Replacement	A-141	2021-2024
6533	MD 117 Phases 2-3 Highway Reconstruction - PE ONLY	A-143	2021-2024
6590	MD 500 at Mount Rainier/Chillum Urban Reconstruction	A-145	2021-2024
6591	MD 478 Potomac River Branch Bridge Repalcement	A-147	2021-2024
6603	MD 254 Neale Sound Bridge Replacement	A-149	2021-2024
6619	MD 464 Little Catoctin Creek Bridge Replacement	A-151	2021-2024
6620	MD 355 Monocacy River Bridge Replacement	A-153	2021-2024
6635	US 301 at MD 5 Interchange Construction	A-155	2021-2024
6645	MD 225 Mattawoman Creek Bridge Replacement	A-157	2021-2024
6646	MD 382 Charles Branch Bridge Replacement	A-159	2021-2024
6647	Riverdale Road Anacostia River Branch Bridge Replacement	A-161	2021-2024

5943	Bethesda CBD Streetscape	A-281	2021-2024
5944	Century Boulevard	A-283	2021-2024
5948	Platt Ridge Drive Extended	A-285	2021-2024
5971	Bridge Preservation Program	A-287	2021-2024
5972	Bridge Renovation	A-289	2021-2024
5974	Resurfacing: Primary / Arterial	A-291	2021-2024
5975	Sidewalk & Curb Replacement	A-293	2021-2024
5976	Transit Park and Ride Lot Renovations	A-295	2021-2024
5980	Intersection & Spot Improvements	A-297	2021-2024
5981	Neighborhood Traffic Calming	A-299	2021-2024
5982	Streetlight Enhancements - CBD / Town Center	A-301	2021-2024
5985	White Flint District East - Transportation	A-303	2021-2024
5986	White Flint District West: Transportation & West Workaround	A-305	2021-2024
5987	White Flint Traffic Analysis and Mitigation	A-307	2021-2024
6015	Capital Crescent Trail	A-309	2021-2024
6017	Seven Locks Bikeway & Safety Improvements	A-311	2021-2024
6018	East Gude Drive Roadway Improvements	A-313	2021-2024
6019	Seminary Road Intersection Improvement	A-315	2021-2024
6020	Clarksburg Transportation Connections	A-317	2021-2024
6063	Frederick Road Bike Path: Stringtown to Milestone Manor	A-319	2021-2024
6065	Traffic Signals	A-321	2021-2024
6364	Transportation Improvements for Schools	A-323	2021-2024
6365	Bicycle and Pedestrian Priority Area Improvements	A-325	2021-2024
6584	Mouth of Monocacy Road Bridge Replacement	A-327	2021-2024
6608	Dennis Avenue Bridge Replacement M-0194	A-329	2021-2024
6616	Electric Bus Grants	A-331	2021-2024
6667	Zion Road Bridge M-0121 over Hawlings River	A-333	2021-2024
3114	Contee Road	A-335	2021-2024
3132	Hill Road III	A-337	2021-2024
5400	Brandywine Road Bridge Replacement	A-339	2021-2024

TPB Amendments

Control Number	Project(s)	Submitted On	Approved On	Type
19-144	*Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project*	10/19/2021	N/A	*Administrative Modification*
19-142	*MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring*	9/23/2021	N/A	*Administrative Modification*
19-137	*MD 382 Charles Branch Bridge Replacement*	9/2/2021	N/A	*Administrative Modification*
19-135	*Montgomery County Bridge Preliminary Engineering Projects*	7/130/2021	N/A	*Administrative Modification*
19-127	*Commuter Connections Program*	6/10/2021	N/A	*Administrative Modification*
19-109	*MD 225 Mattawoman Creek Bridge Replacement, Indian Head*	3/24/2021	N/A	*Administrative Modification*
19-103	*MD 97 at Montgomery Hills Highway Reconstruction* *MD 382 Charles Branch Bridge Replacement*	1/13/2021	N/A	*Administrative Modifications*
19-102	*MD 225 Mattawoman Creek Bridge Replacement* *Bowie Road Culvert Project*	1/13/2021	1/13/2021	Amendments
19-88	*MD 717 Bridge Replacement over Western Branch*	12/7/2020	N/A	*Administrative Modification*
19-72	*MD 5 and MD 637 Urban Reconstruction*	7/28/2020	N/a	*Administrative Modification*
19-67	*MD 212A Urban Reconstruction, Beltsville*	7/2/2020	N/a	*Administrative Modification*
19-66	*I-495 and I-270 P3 (Traffic Relief Plan)*	6/30/2020	N/a	*Administrative Modification*
19-63	Fairview Avenue Bridge over Carroll Creek	6/15/2020	6/16/2020	Amendment
19-61	National Capital Region Transportation Planning Board (TPB) FY 2021 - FY 2024 TIP	6/1/2020	6/2/2020	Amendment

The FY 2021-2024 TIP was adopted by the TPB on March 20, 2021. However, it has been amended and modified monthly. For the latest version of the TIP with updated funding, please visit the Project InfoTrak TIP Database.

APPENDIX I – MTA Rural Projects (Statewide)
(Not in TIPs)

2022 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-01

Capital Project Number(s): 0210

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

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

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

Section 5310 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	**Previous Federal Funds**	**Previous 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 2025 Federal Funds**	**FY 2025 Matching Funds**	**Additional Non-Federal Funds**	**Estimated Project Total**
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 1,105	$ 478	$ -	$ -	$ 1,105	$ 478	$ -	$ -		$ 2,688
Totals	**$ -**	**$ -**	**$ 1,105**	**$ 478**	**$ -**	**$ -**	**$ 1,105**	**$ 478**	**$ -**	**$ -**	**$ -**	**$ 2,688**

2022 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-02

Capital Project Number(s): 0218

Project Title: Capital and Operating Assistance to Rural Transit Systems

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

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

Section 5311 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	**Previous Federal Funds**	**Previous 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 2025 Federal Funds**	**FY 2025 Matching Funds**	**Additional Non-Federal Funds**	**Estimated Project Total**
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON	$ -	$ -	$ 6,136	$ 419	$ 6,136	$ 419	$ 6,136	$ 419	$ 6,136	$ 419	$ -	$ 26,220
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ -**	**$ -**	**$ 6,136**	**$ 419**	**$ 6,136**	**$ 419**	**$ 6,136**	**$ 419**	**$ 6,136**	**$ 419**	**$ -**	**$ 26,220**

2022 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-14

Capital Project Number(s): 1442, 1710, 1729

Project Title: 5304 STIP

Description:
Development of Transit Development Plans for Locally Operated Transit Systems and Regional Transit Planning efforts throughout the state of Maryland.

Justification:
These plans are used by individual LOTS and MDOT MTA to enhance transit. A completed TDP serves as a guide for the local transit system, providing a roadmap for implementing service and/or organizational changes, improvements, and/or potential expansion during the five-year period.

Section 5304 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	**Previous Federal Funds**	**Previous 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 2025 Federal Funds**	**FY 2025 Matching Funds**	**Additional Non-Federal Funds**	**Estimated Project Total**
PP	$ -	$ -	$ 1,444	$ 431	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,875
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ -**	**$ -**	**$ 1,444**	**$ 431**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,875**

2022 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-03

Capital Project Number(s): 1455

Project Title: Bus and Bus Facilities for Rural Areas

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

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

Section 5339 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	**Previous Federal Funds**	**Previous 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 2025 Federal Funds**	**FY 2025 Matching Funds**	**Additional Non-Federal Funds**	**Estimated Project Total**
PP												$ -
PE												$ -
ROW												$ -
CON	$ -	$ -	$ 297	$ 74	$ 297	$ 74	$ 297	$ 74	$ 297	$ 74		$ 15,271
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ -**	**$ -**	**$ 297**	**$ 74**	**$ 297**	**$ 74**	**$ 297**	**$ 74**	**$ 297**	**$ 74**	**$ -**	**$ 15,271**

APPENDIX J – SHA Rural Projects (Statewide)

Grouped Projects Detailed Descriptions

Areawide Bridge Rehabilitation

An ongoing program to provide upgrades to and maintenance of structures on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to structural replacement (less than full bridge replacement), deck rehabilitation/replacement, substructure rehabilitation/replacement, superstructure rehabilitation/replacement, parapet reconstruction, cleaning and painting, and general maintenance. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 80

Improvements *Statewide* – bridge inspection, cleaning, deck overlay, deck replacement/rehabilitation, painting (spot, comprehensive), parapet modification/reconstruction, pedestrian facilities completed as part of a bridge project, substructure replacement/rehabilitation, superstructure replacement/rehabilitation

Areawide Congestion Management

An ongoing program to provide traffic control, management, and monitoring on MDOT SHA's highway network. These improvements may include but are not limited to deployment of variable message signs, video for traffic management, i.e., CCTV, traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems, intelligent transportation systems, and the development of park-and-ride facilities. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 81, 86

Improvements *Statewide* – intelligent transportation system deployment, park-and-ride facilities (design, construction, expansion, lighting), permanent congestion monitoring systems, signal systemization, remote timing, traffic management detectors, traffic management video/CCTV, variable message signing

Areawide Environmental Projects

An ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

In addition, in those regions outside the Baltimore and Washington metropolitan planning areas, this ongoing program includes Transportation Alternatives, Safe Routes to School, and Recreational Trails program projects that expand travel choices and enhance user experience by improving the cultural, historic, and environmental aspects of transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities, rehabilitation of historic transportation facilities, conversion and use of abandoned railroad corridors, archeological activities related to transportation impacts, and highway runoff-related pollution mitigation.

MDOT SHA Funds 24, 25*, 26, 49, 74, 82, 88

Improvements *Statewide* – ADA improvements; bicycle/pedestrian facilities; drainage improvements (areas of flooding, road closures); environmental compliance; landscaping; noise abatement; noise barrier and berm construction, retrofitting, and rehabilitation; trail facilities; reforestation and tree planting; rest areas; scenic beautification; total maximum daily load (TMDL) for stormwater management; wildflower seeding

Only outside the Baltimore and Washington metropolitan planning areas – Transportation Alternatives, Safe Routes to School, and Recreational Trails program improvements including bicycle/pedestrian improvements, conversion/use of abandoned railroad corridors, highway runoff-related water pollution mitigation, historic transportation facility rehabilitation, landscaping, transportation-related archeological activities, and urban greenways

* *as noted on the next page, MDOT SHA fund 25 improvements, which cover federal Transportation Alternatives, Safe Routes to School, and Recreational Trails program projects, are programmed in a separate grouped project, Areawide Transportation Alternatives, in only the Baltimore and Washington metropolitan planning areas; in the remainder of Maryland, these projects are included in the Areawide Environmental Projects grouped project*

Areawide Transportation Alternatives*

In only the Baltimore and Washington metropolitan planning areas, this ongoing program includes Transportation Alternatives, Safe Routes to School, and Recreational Trails program projects that expand travel choice and enhance user experience by improving the cultural, historic, and environmental aspects of transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities, rehabilitation of historic transportation facilities, conversion and use of abandoned railroad corridors, archeological activities related to transportation impacts, and highway runoff-related pollution mitigation. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 25

Improvements *Only within the Baltimore and Washington metropolitan planning areas* – Transportation Alternatives, Safe Routes to School, and Recreational Trails programs improvements including bicycle/pedestrian improvements, conversion/use of abandoned railroad corridors, highway runoff-related water pollution mitigation, historic transportation facility rehabilitation, landscaping, transportation-related archeological activities, and urban greenways

Areawide Resurfacing and Rehabilitation

An ongoing program to provide periodic resurfacing and upgrading of auxiliary features on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA highways; ADA upgrades; guardrail installation; sidewalk construction; shared-use path construction; and pavement markings/striping. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 77

Improvements *Statewide* – ADA improvements, concrete patching, guardrail improvements, joint sealing, milling, patchwork, pavement markings/striping, resurfacing, shared-use paths, sidewalk, striping

Areawide Safety and Spot Improvements

An ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA's highway network. These improvements may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, railroad crossings, intersection realignment, geometric improvements, safety improvements, pavement markings/striping, ADA upgrades, guardrails, roundabouts, slope repairs, drainage improvements, and joint sealing. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

Improvements *Statewide* – acceleration/deceleration lanes, ADA improvements, bridge inspection, bypass lanes, crash prevention, drainage improvements, geometric improvements, guardrail improvements, intersection capacity improvements, intersection realignment, joint sealing, major storm damage repairs, pavement markings/striping, railroad crossings, ramp modifications, rest areas, roundabouts, safety improvements, school access improvements, sinkhole repairs, slope repairs, truck weigh stations, turn lanes, unforeseen roadway/bridge emergency repairs

Areawide Urban Reconstruction

An ongoing program to provide roadway rehabilitation in municipalities and urban areas on MDOT SHA highways. These non-capacity improvements may include but are not limited to drainage improvements, curb and gutter improvements, pavement milling and resurfacing, sidewalks, shared-use paths, signage, pavement markings/striping, and lighting improvements. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

MDOT SHA Funds 84

Improvements *Statewide* – ADA improvements, bicycle and pedestrian improvements, curb and gutter improvements, drainage reconstruction, landscaping, lighting, pavement markings/striping, pavement reconstruction (milling, resurfacing), shared-use paths, sidewalks, signage, street furniture, urban amenity improvements

STIP # AR1604

Project Keyser's Ridge Business Park Local Access Road

Location Keyser's Ridge Business Park, Keyser's Ridge

Responsible Agency Garrett County Department of Economic Development

Description Construction of local road providing access to Keyser's Ridge Business Park from US 40AL.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD	ARC LAR	511							
RW									
CO	ARC LAR		1,569						**1,569**
Subtotal	*Local*								
	State								
	Federal	*511*	*1,569*						***1,569***
Total		**511**	**1,569**						**1,569**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **2,080**

STIP # AR1901

Project Glendale Road Business Park Local Access Road

Location Glendale Road Business Park, Oakland

Responsible Agency Garrett County Department of Economic Development

Description Construction of local road providing access to Glendale Road Business Park from US 219.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	Local	327							
RW	ARC LAR	173							
CO	ARC LAR		2,115						**2,115**
Subtotal	*Local*	*327*							
	State								
	Federal	*173*	*2,115*						***2,115***
Total		**500**	**2,115**						**2,115**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **2,615**

STIP # AR1902

Project Do the Loop

Location Eastern Continental Divide Loop Trail (Otto Lane - New Germany), Grantsville

Responsible Agency Garrett County Department of Economic Development

Description Construction of trail segment.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD									
RW									
CO	ARC AD	80	20						**20**
Subtotal	*State*								
	Federal	*80*	*20*						***20***
Total									**20**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **100†**

† *does not include non-transportation funding sources (MHAA, County matching funds) also secured by the responsible agency; Recreational Trails Program funding secured for this project is programmed as part of Areawide Environmental Projects (RU Environment); total estimated project cost including non-transportation funding sources is $280,000*

STIP # AR2001

Project Grantsville Local Access Road

Location South of Hemlock Drive, Grantsville

Responsible Agency Garrett County Department of Economic Development

Description Construction of local road providing access from Hemlock Drive to parcel 236, adjacent to MD 669.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	ARC LAR	190							
RW	ARC LAR	180							
CO			630						**630**
Subtotal	*State*								
	Federal	*370*	*630*						***630***
Total		**370**	**630**						**630**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,000**

STIP # AT020F

Project TSMO Education and Outreach

Location Statewide

Responsible Agency MDOT SHA

Description MDOT SHA internal education program about transportation systems and operations (TSMO) program and latest TSMO systems and technology.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State		15						**15**
	STIC		60						**60**
PE/FD									
RW									
CO									
Subtotal	*State*		*15*						***15***
	Federal		*60*						***60***
Total			**75**						**75**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **75**

STIP # AW139W

Project Statewide Bridge Inspection

Location Statewide

Responsible Agency MDOT SHA

Description Biennial bridge inspection program of MDOT SHA bridges, including materials, labor, and equipment necessary to conduct inspections.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State		477	478					**955**
	NHPP		6,768	6,786					**13,554**
	STBG		2,288	2,294					**4,582**
PE/FD									
RW									
CO									
Subtotal	*State*		*477*	*478*					***955***
	Federal		*9,056*	*9,080*					***18,136***
Total			**9,533**	**9,558**					**19,091**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **19,000**

STIP # AW2696

Project OMT Pavement Engineering Procedural Enhancements

Location Statewide

Responsible Agency MDOT SHA

Description Support for MDOT SHA's work to develop and update pavement specifications, standards, and guidelines.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		5						**5**
	STBG		95						**95**
Subtotal	*State*		*5*						***5***
	Federal		*95*						***95***
Total			**100**						**100**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **100**

STIP # AW8192

Project Statewide Freight Planning

Location Statewide

Responsible Agency MDOT SHA

Description Pre-planning activities of freight programs, including analysis of and research and development toward freight transportation, intelligent transportation systems, and overnight truck parking.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State	300							
	NHFP	1,400	200	200					**400**
PE/FD									
RW									
CO									
Subtotal	*State*	*300*							
	Federal	*1,400*	*200*	*200*					***400***
Total		**1,700**							**400**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **2,100**

STIP # AX124F

Project CHART TSMO Planning Activities

Location Statewide

Responsible Agency MDOT SHA

Description Planning activities and construction operations development for TSMO deployment in multiple corridors in Maryland.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP	State	113	87						**87**
	NHFP	452	348						**348**
PE/FD									
RW									
CO									
Subtotal	*State*	*113*	*87*						***87***
	Federal	*452*	*348*						***348***
Total		**565**	**435**						**435**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **1,000**

STIP # AX2795

Project OMT Slope Investigations for Repair and Preventative Maintenance

Location Statewide

Responsible Agency MDOT SHA

Description Support for MDOT SHA's work to provide technical support to MDOT SHA offices for roadway stability investigations.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		10						**10**
	STBG		190						**190**
Subtotal	*State*		*10*						***10***
	Federal		*190*						***190***
Total			**200**						**200**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **200**

STIP # AX7455

Project OMT Pavement Program Development

Location Statewide

Responsible Agency MDOT SHA

Description Support for MDOT SHA's work to produce system preservation and pavement optimization analysis reports and to inform FHWA and MDOT SHA transportation asset management decision-making.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		120						**120**
	STBG		2,280						**2,280**
Subtotal	*State*		*120*						***120***
	Federal		*2,280*						***2,280***
Total			**2,400**						**2,400**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **2,400**

STIP # AZ0234

Project OMT Geotechnical Asset Management

Location Statewide

Responsible Agency MDOT SHA

Description Support for maintenance of MDOT SHA's geotechnical asset inventory, condition data, and risk-based strategy information in a GIS data warehouse including highway cut slopes, embankments, ground improvements, and subsurface exploration data.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		25						**25**
	STBG		475						**475**
Subtotal	*State*		*25*						***25***
	Federal		*475*						***475***
Total			**500**						**500**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost 500

STIP # AZ1071

Project OMT Pavement Engineering and System Preservation Planning

Location Statewide

Responsible Agency MDOT SHA

Description Support for MDOT SHA field data collection, project level treatment selection, and pavement design.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		88						**88**
	STBG		1,662						**1,662**
Subtotal	*State*		*88*						***88***
	Federal		*1,662*						***1,662***
Total			**1,750**						**1,750**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,800**

STIP # AZ1091

Project OMT Pavement Network Condition Data Collection

Location Statewide

Responsible Agency MDOT SHA

Description Support for MDOT SHA's collection of pavement data by taking skid measurements and the use of an automatic road analyzer.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD									
RW									
CO									
Other	State		53						**53**
	STBG		997						**997**
Subtotal	*State*		*53*						***53***
	Federal		*997*						***997***
Total			**1,050**						**1,050**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,100**

STIP # CA4131

Project MD 2/MD 4 Corridor Study

Location MD 2/MD 4 (North of Stoakley Road/Hospital Drive - South of MD 765A), Prince Frederick

Responsible Agency MDOT SHA

Description Study of MD 2/MD 4 upgrades to widen MD 2/MD 4 to a six-lane divided highway; 3.5 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	2,042							
	NHPP	1,372							
RW	State	622							
CO									
Subtotal	*State*	*2,664*							
	Federal	*1,372*							
Total		**4,036**							

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **120,000†**

† *includes costs of study and phases 3-6, for which design, right-of-way acquisition, and construction funding is yet to be identified*

STIP # CA4133

Project MD 2/MD 4 Phase 2 Highway Reconstruction

Location MD 2/MD 4 (Fox Run Boulevard - MD 231), Prince Frederick

Responsible Agency MDOT SHA

Description Reconstruction and widening of MD 2/MD 4 to a six-lane divided highway; 1.2 miles.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	2,493							
	NHPP	2,407							
RW	State	6,890	500	1,261					**1,761**
CO	State	36,152							
Subtotal	*State*	*45,535*	*500*	*1,261*					
	Federal	*2,407*							***1,761***
Total		**47,942**	**500**	**1,261**					**1,761**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **50,000**

STIP # CO1281

Project MD 16 Mill Creek Bridge Replacement

Location MD 16 at Mill Creek, Williston

Responsible Agency MDOT SHA

Description Replacement of existing 1968 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	219	109	82					**191**
	STBG		437	329					**766**
RW									
CO									
Subtotal	*State*	*219*	*109*	*82*					***191***
	Federal		*437*	*329*					***766***
Total		**219**	**546**	**411**					**957**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **4,200**

STIP # CO2621

Project MD 404 Smithville Ditch Bridge Replacement

Location MD 404 at Smithville Ditch, Federalsburg

Responsible Agency MDOT SHA

Description Replacement of existing 1957 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	145	7	7	7	2			**23**
	NHPP		126	126	126	42			**420**
RW									
CO									
Subtotal	*State*	*145*	*7*	*7*	*7*	*2*			***23***
	Federal		*126*	*126*	*126*	*42*			***420***
Total		**145**	**133**	**133**	**133**	**44**			**443**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **600†**

† *cost does not include construction cost, which is yet to be determined*

STIP # CO3621

Project MD 306 Houston Branch Bridge Replacement

Location MD 306 at Houston Branch, Federalsburg

Responsible Agency MDOT SHA

Description Replacement of existing 1955 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	74	98	93	64	58			**313**
RW									
CO									
Subtotal	*State*	*74*	*98*	*93*	*64*	*58*			***313***
	Federal								
Total		**74**	**98**	**93**	**64**	**58**			**313**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **400†**

† *cost does not include construction cost, which is yet to be determined*

STIP # GA1731

Project US 219 Youghiogheny River Bridge Replacement

Location US 219 at the Youghiogheny River, Redhouse

Responsible Agency MDOT SHA

Description Replacement of existing 1927 bridge, which is rated in poor condition.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	1,009	167						**167**
RW									
CO	State			72	320	397	371	379	**789**
	NHPP			255	1,138	1,411	1,314	1,343	**2,804**
Subtotal	*State*	*1,009*	*167*	*72*	*320*	*397*	*371*	*379*	***956***
	Federal			*255*	*1,138*	*1,411*	*1,314*	*1,343*	***2,804***
Total		**1,009**	**167**	**327**	**1,458**	**1,808**	**1,685**	**1,722**	**3,760**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **8,200**

STIP # GA1961

Project MD 42 Buffalo Run Bridge Replacement

Location MD 42 at Buffalo Run, Friendsville

Responsible Agency MDOT SHA

Description Replacement of existing 1933 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	764	5	5	5	5	2		**20**
	STBG	22	87	87	87	87	44		**348**
RW									
CO									
Subtotal	*State*	*764*	*5*	*5*	*5*	*5*	*2*		***20***
	Federal	*22*	*87*	*87*	*87*	*87*	*44*		***348***
Total		**786**	**90**	**90**	**90**	**90**	**45**		**368**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,200†**

† *cost does not include construction cost, which is yet to be determined*

STIP # GA1971

Project MD 39 Youghiogheny River Bridge Replacement

Location MD 39 at the Youghiogheny River, Crellin

Responsible Agency MDOT SHA

Description Replacement of existing 1923 bridge, which is rated in poor condition.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	1,289							
RW	State	500	22	22	9				**53**
CO	Private	25							
	State	342	89						**89**
	STBG	5,376	2,319						**2,319**
Subtotal	*Private*	*25*							
	State	*2,131*	*111*	*22*	*9*				***142***
	Federal	*5,376*	*2,319*						***2,319***
Total		**7,532**	**2,430**	**22**	**9**				**2,461**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **10,000**

STIP # GA4161

Project US 40AL Big Shade Run Bridge Replacement

Location US 40AL at Big Shade Run, Grantsville

Responsible Agency MDOT SHA

Description Replacement of existing 1932 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	309	29	15					**44**
	STBG		549	274					**823**
RW									
CO									
Subtotal	*State*	*309*	*29*	*15*					***44***
	Federal		*549*	*274*					***823***
Total		**309**	**578**	**289**					**867**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,200†**

† *cost does not include construction cost, which is yet to be determined*

STIP # GA4201

Project MD 42 Glade Run Bridge Replacement

Location MD 42 at Glade Run, Friendsville

Responsible Agency MDOT SHA

Description Replacement of existing 1933 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	274	602	301					**903**
RW									
CO									
Subtotal	*State*	*274*	*602*	*301*					***903***
	Federal								
Total		**274**	**602**	**301**					**903**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,200†**

† *cost does not include construction cost, which is yet to be determined*

STIP # GA5991

Project US 219 at Oakland Highway Realignment

Location US 219 (North of 3rd Street - MD 135), Oakland

Responsible Agency MDOT SHA

Description Construction of new US 219 alignment east of central Oakland; 2.4 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	4,804							
	NHPP	891							
RW	State	1,810							
	HPP	800							
	NHPP	1,781							
CO	State	21							
Subtotal	*State*	*6,634*							
	Federal	*3,472*							
Total		**10,106**							

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **48,000**

STIP # GA6461

Project US 219 Corridor Study

Location US 219 (I-68/US 40 - Pennsylvania State line), Grantsville

Responsible Agency MDOT SHA

Description Maryland's portion of a Maryland/Pennsylvania joint study of US 219 between I-68/US 40 and Meyersdale, Pennsylvania.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State	2,175							
	ADHS	941							
PE/FD	State	456							
	ADHS	1,245	1,800	1,800	1,800				**5,400**
	NHPP	372							
RW									
CO									
Subtotal	*State*	*2,631*							
	Federal	*2,558*	*1,800*	*1,800*	*1,800*				***5,400***
Total		**5,189**	**1,800**	**1,800**	**1,800**				**5,400**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **69,000†**

† *includes costs of previous incomplete NEPA Tier 1 study, complete PEL study, ongoing joint study, and future construction north of current breakout project (GA6462)*

STIP # GA6462

Project US 219 North Highway Realignment

Location US 219 (I-68/US 40 - Old Salisbury Road), Grantsville

Responsible Agency MDOT SHA

Description Construction of realigned and upgraded US 219; 1.5 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	6,726							
	ADHS	9							
RW	State	1,651	8						**8**
	ADHS	2,283	373						**373**
CO	State	640							
	ADHS	50,968							
Subtotal	*State*	*9,018*	*8*						***8***
	Federal	*53,260*	*373*						***373***
Total		**62,659**							**381**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **63,000**

STIP # QA1841

Project Northbound US 301 Chester River Bridge Replacement

Location US 301 at the Chester River, Millington

Responsible Agency MDOT SHA

Description Replacement of existing 1955 bridge, which is rated poor.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD	State	1,314	49						**40**
	NHPP	88	939						**763**
RW									
CO	State		29	157	164				**350**
	NHPP		576	2,970	3,103				**6,649**
Subtotal	*State*	*1,314*	*78*	*157*	*164*				***399***
	Federal	*88*	*1,515*	*2,970*	*3,103*				***7,588***
Total		**1,402**	**1,593**	**3,127**	**3,267**				**7,987**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **9,400**

STIP # QA2367

Project US 50 Corridor Study

Location US 50 (US 301 (North) - MD 404), Queenstown

Responsible Agency MDOT SHA

Description Study of widening US 50 to six lanes, acquiring access controls, and replacement of at-grade intersections with grade-separated interchanges; 13.8 miles.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD	State	3,371							
	NHPP	4,910							
RW	State	9,076							
	NHPP	2,657							
CO									
Subtotal	*State*	*12,447*							
	Federal	*7,567*							
Total		**20,014**							

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **550,000†**

† *includes costs of study and phases 1-8*

STIP #	RU Bridge
Project	Areawide Bridge Rehabilitation
Location	Statewide (Non-MPO Areas)
Responsible Agency	MDOT SHA
Description	Program to provide major upgrades to and maintenance of structures on MDOT SHA highways.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		500	500	250	250			**1,500**
	Federal†		2,000	2,000	1,000	1,000			**6,000**
PE/FD	State		2,000	2,000	1,000	1,000			**6,000**
	Federal†		8,000	8,000	4,000	4,000			**24,000**
RW	State		15	15	10	10			**50**
	Federal†		60	60	40	40			**200**
CO	State		3,200	3,200	1,600	1,600			**9,600**
	Federal†		12,800	12,800	6,400	6,400			**38,400**
Subtotal	*State*		*5,715*	*5,715*	*2,860*	*2,860*			***17,150***
	Federal†		*22,860*	*22,860*	*11,440*	*11,440*			***68,600***
Total			**28,575**	**28,575**	**14,300**	**14,300**			**85,750**

* *for informational purposes only*

† *when federally-funded, RU Bridge improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

all costs in $000s

Estimated Total Project Cost **86,000**

STIP # RU Congestion Mgmt

Project Areawide Congestion Management

Location Statewide (Non-MPO Areas)

Responsible Agency MDOT SHA

Description Program to provide traffic control, management, and monitoring on MDOT SHA highways.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		200	200	100	100			**600**
	Federal†		800	800	400	400			**2,400**
PE/FD	State		600	600	400	400			**2,000**
	Federal†		2,400	2,400	1,600	1,600			**8,000**
RW	State		15	15	10	10			**50**
	Federal†		60	60	40	40			**200**
CO	State		60	60	30	30			**180**
	Federal†		240	240	120	120			**720**
Other	State		1,200	1,200	600	600			**3,600**
	Federal†		4,800	4,800	2,400	2,400			**14,400**
Subtotal	*State*		*2,135*	*2,135*	*1,140*	*1,140*			***6,550***
	Federal†		*8,540*	*8,540*	*4,560*	*4,560*			***26,200***
Total			**10,675**	**10,675**	**5,700**	**5,700**			**32,750**

* *for informational purposes only*

† *when federally-funded, RU Congestion Mgmt improvements may receive CMAQ, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **33,000**

STIP # RU Environment

Project Areawide Environmental Projects

Location Statewide (Non-MPO Areas)

Responsible Agency MDOT SHA

Description Program to provide environmental and aesthetic improvements on MDOT SHA highways.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		100	100	50	50			**300**
	Federal†		400	400	200	200			**1,200**
PE/FD	State		160	160	80	80			**480**
	Federal†		640	640	320	320			**1,920**
RW	State		15	15	10	10			**50**
	Federal†		60	60	40	40			**200**
CO	State		1,400	1,400	700	700			**4,200**
	Federal†		5,600	5,600	2,800	2,800			**16,800**
Subtotal	*State*		*1,675*	*1,675*	*840*	*840*			***5,030***
	Federal†		*6,700*	*6,700*	*3,360*	*3,360*			***20,120***
Total			**8,375**	**8,375**	**4,250**	**4,250**			**25,150**

* *for informational purposes only*

† *when federally-funded, RU Environment improvements may receive HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **25,000**

STIP # RU Resurface

Project Areawide Resurfacing and Rehabilitation

Location Statewide (Non-MPO Areas)

Responsible Agency MDOT SHA

Description Program to provide periodic resurfacing and upgrading of MDOT SHA highways.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		200	200	100	100			**600**
	Federal†		800	800	400	400			**2,400**
PE/FD	State		400	400	200	200			**1,200**
	Federal†		1,600	1,600	800	800			**4,800**
RW	State		15	15	10	10			**50**
	Federal†		60	60	40	40			**200**
CO	State		12,000	12,000	6,000	6,000			**36,000**
	Federal†		48,000	48,000	24,000	24,000			**144,000**
Subtotal	*State*		*12,615*	*12,615*	*6,310*	*6,310*			***37,850***
	Federal†		*50,460*	*50,460*	*25,240*	*25,240*			***151,400***
Total			**63,075**	**63,075**	**31,550**	**31,550**			**189,250**

* *for informational purposes only*

† *when federally-funded, RU Resurface improvements may receive HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **190,000**

STIP #	RU Safety/Spot
Project	Areawide Safety and Spot Improvements
Location	Statewide (Non-MPO Areas)
Responsible Agency	MDOT SHA
Description	Program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		150	150	75	75			**450**
	Federal†		600	600	300	300			**1,800**
PE/FD	State		300	300	150	150			**900**
	Federal†		1,200	1,200	600	600			**3,600**
RW	State		30	30	15	15			**90**
	Federal†		120	120	60	60			**360**
CO	State		3,200	3,200	1,600	1,600			**9,600**
	Federal†		12,800	12,800	6,400	6,400			**38,400**
Subtotal	*State*		*3,680*	*3,680*	*1,840*	*1,840*			***11,040***
	Federal†		*14,720*	*14,720*	*7,360*	*7,360*			***44,160***
Total			**18,400**	**18,400**	**9,200**	**9,200**			**55,200**

* *for informational purposes only*

† *when federally-funded, RU Safety/Spot improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **55,000**

STIP # RU Urban Reconstruct

Project Areawide Urban Reconstruction

Location Statewide (Non-MPO Areas)

Responsible Agency MDOT SHA

Description Program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP	State		10	10	5	5			**30**
	Federal†		40	40	20	20			**120**
PE/FD	State		50	50	25	25			**150**
	Federal†		200	200	100	100			**600**
RW	State		15	15	10	10			**50**
	Federal†		60	60	40	40			**200**
CO	State		600	600	300	300			**1,800**
	Federal†		2,400	2,400	1,200	1,200			**7,200**
Subtotal	*State*		*675*	*675*	*340*	*340*			***2,030***
	Federal†		*2,700*	*2,700*	*1,360*	*1,360*			***8,120***
Total			**3,275**	**3,275**	**1,700**	**1,700**			**10,150**

* *for informational purposes only*

† *when federally-funded, RU Urban Reconstruct improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **10,000**

STIP # SH2201

Project SHRP2 Maryland 2021 National Operations Academy Scholarships

Location n/a

Responsible Agency MDOT SHA

Description As part of the 2021 National Operations Academy, in which MDOT SHA personnel will participate, this funding will support delivery of training materials developed by the Washington State Department of Transportation's SHRP2 implementation assistance program for the L36 Regional Operations Forum.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD									
RW									
CO									
Other	*SHRP2*		90						**90**
Subtotal	*State*								
	Federal		*90*						***90***
Total			**90**						**90**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **90**

STIP # SM1511

Project MD 6 Persimmon Creek Bridge Replacement

Location MD 6 at Persimmon Creek, Mechanicsville

Responsible Agency MDOT SHA

Description Emergency bridge replacement following damage caused by Tropical Storm Isaias.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD	*State*	116							
	STBG	904	272						**272**
RW	*State*		9						**9**
	STBG	6	112						**112**
CO	*State*	5	1						**1**
	STBG	1,144	1,739						**1,739**
Subtotal	*State*	*121*	*10*						***10***
	Federal	*2,054*	*2,123*						***2,123***
Total		**2,175**	**2,133**						**2,133**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **4,300**

STIP # SM1761

Project MD 234 Chaptico Creek Bridge Replacement

Location MD 234 at Chaptico Creek, Chaptico

Responsible Agency MDOT SHA

Description Replacement of existing 1959 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	STIP FY 2023	STIP FY 2024	STIP FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	276	69						**69**
	STBG		831						**831**
RW									
CO									
Subtotal	*State*	*276*	*69*						***69***
	Federal		*831*						***831***
Total		**276**	**900**						**900**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **4,200**

STIP # SM2021

Project MD 5 at Abell Street/Moakley Street Intersection Reconstruction

Location MD 5 at Abell Street/Moakley Street, Leonardtown

Responsible Agency MDOT SHA

Description Reconstruction of MD 5 intersection, including addition of left-turn lanes; 0.2 miles.

			STIP						
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**FY 2022-2025 STIP Total**
PP									
PE/FD	State	2,682							
RW	State	2,774	1,010						**1,010**
CO	Private	400							
	State	321	68	39					**107**
	STBG	6,330	268	157					**425**
Subtotal	*Private*	*400*							
	State	*5,777*	*1,078*	*39*					***1,117***
	Federal	*6,330*	*268*	*157*					***425***
Total		**12,507**	**1,346**	**196**					**1,542**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **14,000**

STIP # SM3521

Project MD 5 Corridor Study

Location MD 5 (MD 243 - MD 245), Leonardtown

Responsible Agency MDOT SHA

Description Study of MD 5 upgrades; 1.4 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	2,174							
RW									
CO									
Subtotal	*State*	*2,174*							
	Federal								
Total		**2,174**							

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **55,000†**

† *includes costs of study and additional upgrades in corridor beyond existing breakout project (SM2021)*

STIP # SM7741

Project MD 5 Highway Reconstruction

Location MD 5 (South of Camp Brown Road - Lake Conoy Causeway), Scotland

Responsible Agency MDOT SHA

Description Reconstruction of and addition of shoulders to MD 5; 2.2 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	4,059							
	STBG	295							
RW	State	411							
	STBG	628							
CO	State	3,159	928						**928**
	STBG	10,621	3,833						**3,833**
Subtotal	*State*	*7,629*	*928*						***928***
	Federal	*11,544*	*3,833*						***3,833***
Total		**19,173**	**4,761**						**4,761**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **24,000**

STIP # SO1812

Project MD 413 Phase 2C Trail

Location MD 413 (Davis Road, Marion Station - US 13, Westover)

Responsible Agency MDOT SHA

Description Extension of existing 4½-mile shared-use path paralleling MD 413 between Hinman Lane in Crisfield and Davis Road in Marion Station 8 miles north to US 13 in Westover.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD	State		46	44	21				**111**
	TA		185	174	84				**443**
RW									
CO									
Subtotal	*State*		*46*	*44*	*21*				***111***
	Federal		*185*	*174*	*84*				***443***
Total			**231**	**218**	**105**				**554**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **600†**

† *cost does not include construction cost, which is yet to be determined*

STIP # SP2201

Project Statewide Planning and Research Program

Location n/a

Responsible Agency MDOT SHA

Description Major strategic and systems planning, data collection and analysis, and special studies to enable MDOT SHA to cooperatively, continuously, and comprehensively make transportation investment decisions and coordinate transportation planning activities throughout Maryland.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State		3,285						**3,285**
	SPR		11,305						**11,305**
	STBG		30,718						**30,718**
PE/FD									
RW									
CO									
Subtotal	*State*		*3,285*						***3,285***
	Federal		*42,023*						***42,023***
Total			**45,308**						**45,308**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **45,000**

STIP # TA2331

Project MD 33 Oak Creek Bridge Replacement

Location MD 33 at Oak Creek, Newcomb

Responsible Agency MDOT SHA

Description Replacement of existing 1965 bridge.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD	State	294	14	14	14				**42**
	STBG	48	262	264	264				**790**
RW									
CO									
Subtotal	*State*	*294*	*14*	*14*	*14*				***42***
	Federal	*48*	*262*	*264*	*264*				***790***
Total		**344**	**276**	**278**	**278**				**832**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **1,200†**

† *cost does not include construction cost, which is yet to be determined*

STIP # WO3151

Project MD 589 Corridor Study

Location MD 589 (US 50 - US 113), Ocean Pines

Responsible Agency MDOT SHA

Description Study of MD 589 improvements; 4.7 miles.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP	State	1,171							
	STBG	246							
PE/FD									
RW									
CO									
Subtotal	*State*	*1,171*							
	Federal	*246*							
Total		**1,417**							

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **250,000**

STIP # WO4191

Project US 50 Sinepuxent Bay Bridge Replacement

Location US 50 at Sinepuxent Bay, Ocean City

Responsible Agency MDOT SHA

Description Replacement of existing 1942 bridge.

Phase	Funding	Previous FYs	STIP FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	FY 2027*	FY 2022-2025 STIP Total
PP									
PE/FD	State	2,908							
RW									
CO									
Subtotal	*State*	*2,908*							
	Federal								
Total		**2,908**							

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **380,000**

STIP #	WO7821
Project	MD 90 Corridor Study
Location	MD 90 (US 50 - MD 528), Ocean Pines/Ocean City
Responsible Agency	MDOT SHA
Description	Study of MD 90 operations from US 50 to MD 528, including the MD 90 Assawoman Bay bridge; 11.2 miles.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP	State		14	11					**25**
	NHPP		273	202					**475**
PE/FD									
RW									
CO									
Subtotal	*State*		*14*	*11*					***25***
	Federal		*273*	*202*					***475***
Total			**287**	**213**					**500**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **500†**

† *does not include costs for preliminary engineering, final design, right-of-way acquisition, and Construction, which are yet to be identified*

STIP # XY1811

Project Traffic Relief Plan Smart Traffic Signals

Location Statewide

Responsible Agency MDOT SHA

Description Installation of traffic signals that adjust timing and synchronization in corridors to adaptively manage traffic operations and reduce congestion.

			STIP						FY 2022-2025
Phase	**Funding**	**Previous FYs**	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026***	**FY 2027***	**STIP Total**
PP									
PE/FD	State	1,334							**0**
	CMAQ	600	441	322	369	319			**1,451**
	NHPP	213	381	150	150	150			**831**
	STBG	600	441	322	369	319			**1,451**
RW									
CO	State	4,167	20	20	20				**60**
	CMAQ	3,984	1,298	3,812	3,940	4,310	4,445		**13,360**
	NHPP		1,298	3,812	3,940	4,310	4,445		**13,360**
Subtotal	*State*	*5,501*	*20*	*20*	*20*				***60***
	Federal	*5,397*	*3,859*	*8,418*	*8,768*	*9,408*	*8,890*		***30,453***
Total		**10,898**	**3,879**	**8,438**	**8,788**	**9,408**	**8,890**		**30,513**

* *for informational purposes only* *all costs in $000s*

Estimated Total Project Cost **50,000**

APPENDIX K – National and State Performance Management Goals

National and State Performance Management Goals

The Fixing America's Surface Transportation (FAST) Act has continued the transition, started by Moving Ahead for Progress in the 21st Century Act (MAP-21), of the nation's surface transportation program to a performance and outcome-based program, in which resources are invested in projects to achieve targets toward regional, state, and national goals. The bill established seven national goals described in 23 USC§150(b).

The FHWA and FTA have published a series of rules that establish regulations to assess progress towards the seven national goals. The regulations direct states, Metropolitan Planning Organizations (MPOs), and transit providers to establish targets and track specific measures related to the conditions and performance of their surface transportation systems in areas that include bridges, pavement, safety, congestion, freight, and transit asset management. States and MPOs are to incorporate the measures into their transportation improvement programs and long-range transportation plans, and other performance-based planning and programming resources to demonstrate how proposed transportation projects contribute to the achievement performance objectives and national goals.

Performance-Based Planning and Programming

In addition to its long-standing efforts to measure progress, as documented in the Annual Attainment Report (AR), Managing for Results (MFR) Report, and the MDOT Excellerator, MDOT has established performance targets for safety, infrastructure condition, system performance, congestion mitigation, and air quality for the State of Maryland, as part of Federal MAP-21 and FAST Act requirements. MDOT continues to advance performance-based planning and programming practices throughout the state.

Federal appropriation amounts are provided for the following categories – National Highway Performance Program (NHPP), Surface Transportation Program Block Grant (STPBG), Highway Safety Improvement Program (HSIP), Railway-Highway Crossing Program, Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), Federal Transit Administration (FTA) programs, and State Planning and Research (SPR/PL). After receiving the federal appropriations and based on eligibility, the federal programs are translated into state defined categories to emphasize system priorities, such as Safety Spot Improvements, Bridge Replacement, Pavement Reconstruction, and System Upgrade, which correlate and tie funding to the performance management areas defined by MAP-21 and the FAST Act.

Highway Safety:
In 2019, Maryland became a Vision Zero state, with a goal of eliminating deaths and serious injuries on its roadways. Vision Zero is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety.
Maryland's commitment to a safe transportation system for all users is expressed in the 2040 Maryland Transportation Plan and supported by the strategies in the Maryland 2021-2025 Strategic Highway Safety Plan to focus on the education, enforcement, engineering, and emergency medical services actions to reduce fatalities and serious injuries.

MDOT programs projects, through the annual Highway Safety Improvement Program (HSIP) Annual Report to the Federal Highway Administration (FHWA), that are intended to improve safety to help Maryland meet Highway Safety Performance Targets (see Figure 1), and the Vision Zero performance objective. Maryland leaders continue to build partnerships with government agencies, private citizens, traditional safety advocates, and nontraditional partners to strengthen state and local efforts to improve

the safety of our transportation system for all users. MDOT collaborates with MPOs to set regional safety targets and foster a commitment by State, Municipalities, and Local Public Agencies to partner to address safety statewide.

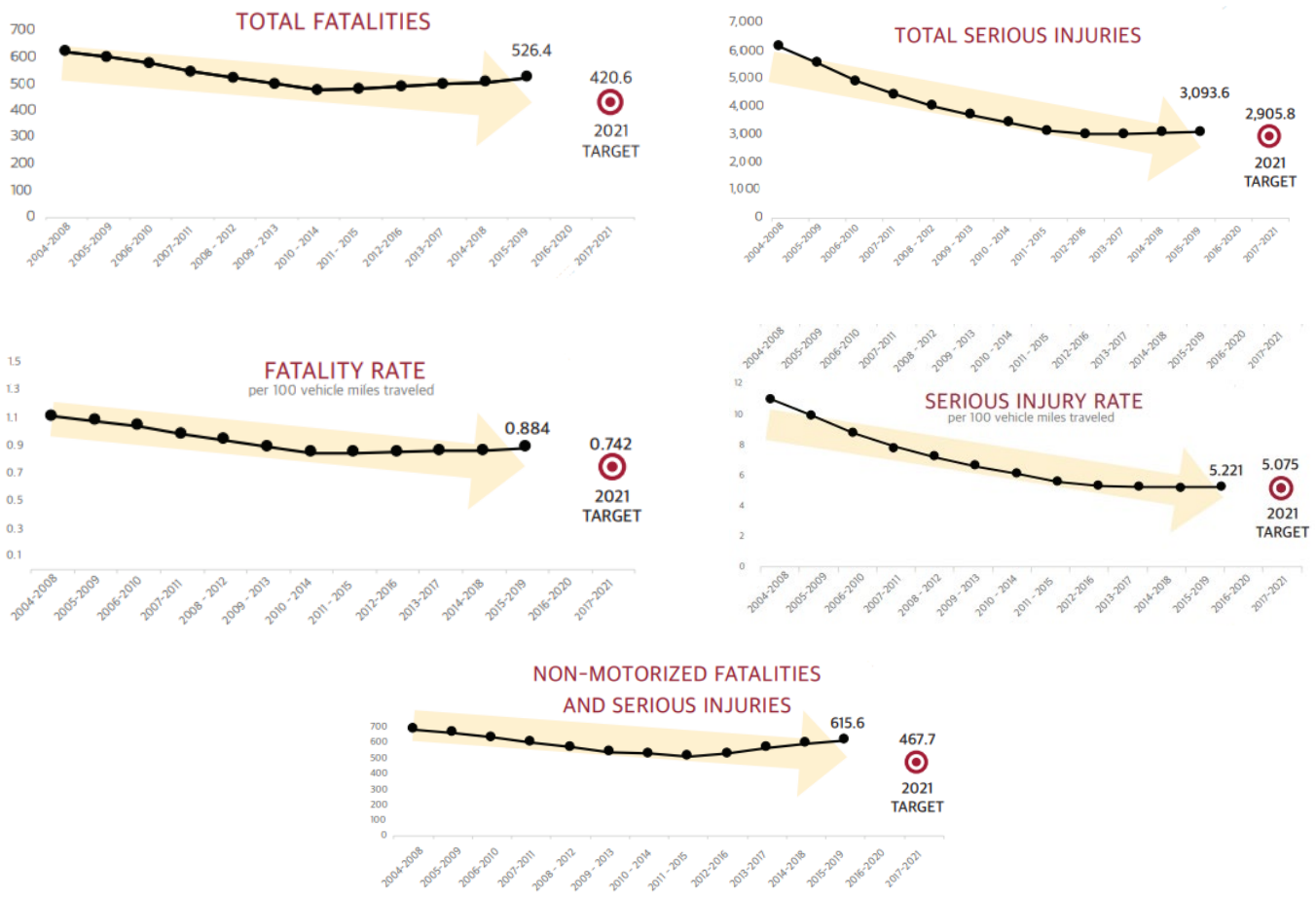


Figure 1. Maryland Safety Performance Targets, August 2020

Infrastructure Condition:
In the Maryland Final Transportation Asset Management Plan (TAMP) for the National Highway System bridges and pavement, MDOT outlines short term performance targets and long-term performance objectives, as part of a risk-based approach to asset management. Infrastructure condition targets, see Figure 2, for the National Highway System (NHS) in Maryland were developed through an iterative, collaborative process which included monitoring performance trends, analyzing life cycle plans, and reevaluating future performance projections in partnership with Maryland's 16 partner owners of NHS bridge and pavement assets, including:

* National Park Service
* United States Army Corps of Engineers
* County Governments
* Municipalities
* Local Park Commissions

The TAMP serves as a tactical blueprint for all partner owners of NHS assets to work together to achieve the performance objectives through lifecycle management strategies. In the short term, Through the annual National Bridge Inventory and Highway Performance Monitoring System reporting, MDOT works with partner owners to monitor and report change in the infrastructure condition to assess how the STIP is targeting system preservation investments. In addition, the information compiled through each year's review of investment information to support the annual consistency determination will demonstrate how the Department is implementing the TAMP. With this information, the Department will determine whether adjustments to planned investments in the STIP will be needed to implement the TAMP to help Maryland maintain the NHS infrastructure in a state of good repair.

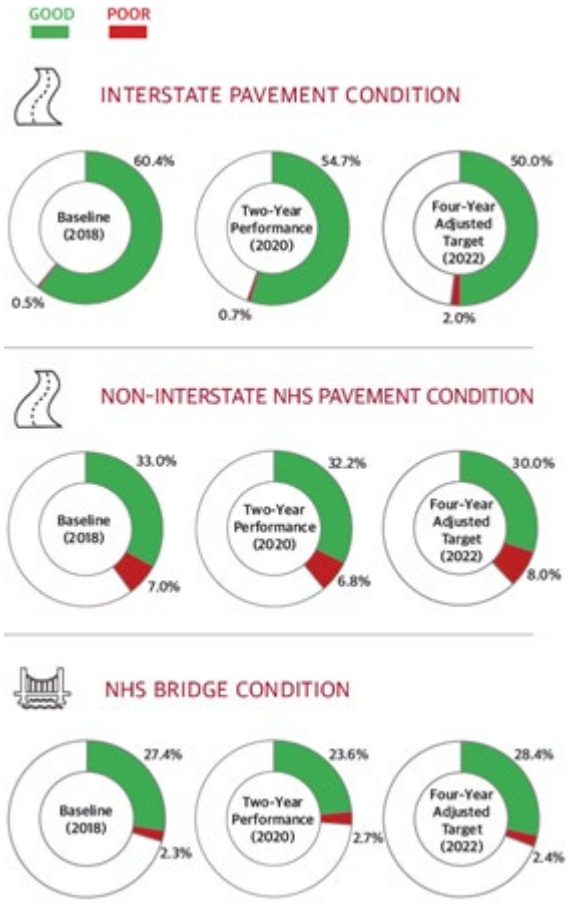


Figure 2. Maryland Infrastructure Condition Performance Targets, October 2020

System Performance, Congestion Management, and Air Quality:
The MDOT SHA Office of Transportation Mobility and Operations (OTMO) is the highway operations element of Maryland's Intelligent Transportation Systems (ITS) program with the mission of improving mobility and safety on Maryland's major highways through the application of ITS technology and interagency teamwork. System reliability and freight mobility performance targets were established using a novel forecasting methodology that relates segment-level roadway capacity and traffic volume to reliability performance to forecast future performance as roadway volumes and capacities change, see Figure 3.

MDOT SHA and the Maryland Transportation Authority (MDTA) addresses mobility and reliability through comprehensive improvement efforts, like projects identified in the State Freight Plan (2017 Update) and strategies in the Transportation Systems Management and Operations Plan, The annual Maryland Mobility Report documents changes in system performance and helps identify areas for

planned system enhancements. Regional and corridor level efforts; pre-planning and planning efforts; and operational and capital activities are targeted with the MPOs and local jurisdictions to improve vehicle and freight movement on the Interstate System.

	BASELINE	TWO-YEAR PERFORMANCE	FOUR-YEAR TARGET
TRAVEL TIME RELIABILITY	REPORTING YEAR		
MEASURE AND TARGETS	2018	2020	2022
Percent of person-miles traveled on the **Interstate System** that are reliable	71.4%	69.0%	72.1%
Percent of person-miles traveled on the **non-Interstate NHS** that are reliable	82.0%	82.8%	82.0%†

†Adjusted target

FREIGHT MOVEMENT			
MEASURE AND TARGETS	2018	2020	2022
Truck travel time reliability index	1.88	1.86	1.88

Figure 3. Maryland System Performance Targets, October 2020

The rate of population and economic growth in Maryland has resulted in increased demands on the state's transportation system. This requires a robust and dynamic multimodal system to provide for and address the unique transportation needs of both the Baltimore and DC-Maryland-Virginia regions. These two regions combine to see some the most significant congestive conditions in the nation, losing more than 50 hours per year to congestion.

MDOT and urbanized area partners have made the commitment to managing this congestion. In June 2017, the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) implemented BaltimoreLink, a complete restructuring of the bus network serving the Baltimore region. The program included implementation of a 5.5-mile network of dedicated lanes on high volume bus corridors. A 2019 before-and-after study shows that since the launch of BaltimoreLink, on-time performance (OTP) has dramatically increased, making transit more attractive. The Guaranteed Ride Home, a free commuter insurance program for commuters who use public and alternative modes of transportation within the Baltimore and Washington D.C. Metropolitan Areas. The program Offers up to 4 free rides home per year when usual transportation options are limited.

MDOT continues to promote Commuter Choice Maryland, which encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work schedules. All of these options help to reduce commuter stress, reduce congestion and conserve energy. Transit Apps like the CharmPass Mobile Ticketing app allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC Train, and Commuter Bus Services.

Performance targets for applicable urbanized areas were established by work groups with State DOTs and Metropolitan Planning Organization representation.

The on-road mobile source emissions targets, see Figure 4, were developed by the Office of Planning and Capital Programming at the MDOT Secretary's Office by evaluating projected emissions benefits expected from programmed future Congestion Management and Air Quality (CMAQ) Projects.

In accordance with Map-21/FAST Act regulations, the Baltimore Regional Transportation Board (BRTB), National Capital Region Transportation Planning Board (TPB), and the Wilmington Area Planning Council (WILMAPCO) as part of the Delaware Valley Region Planning Commission

transportation management area MPOs are required to draft Congestion Management Process document, bi-annually. The Congestion Management Process (CMP) monitors the transportation network to determine the locations and sources of congestion in the Transportation Management Areas and identifies and implements strategies that alleviate congestion.

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each applicable MPO.

AIR QUALITY (CMAQ)

MEASURE AND TARGETS for Urbanized Areas (as applicable)	2018	2020	2022
Annual hours of peak-hour excessive delay per capita - Baltimore, MD	20.2	20.6	22.6
Annual hours of peak-hour excessive delay per capita - Phila., PA/DE/MD/NJ	16.9	14.6	17.2
Annual hours of peak-hour excessive delay per capita - Wash., DC/MD/VA	23.0	24.5	26.7
MEASURE AND TARGETS for Urbanized Areas (as applicable)	**2018**	**2020**	**2022**
Percent of non-single occupancy vehicle travel - Baltimore, MD	25.1%	25.2%	24.8%
Percent of non-single occupancy vehicle travel - Phila., PA/DE/MD/NJ*	27.9%	28.2%	28.1%
Percent of non-single occupancy vehicle travel - Wash., DC/MD/VA	36.6%	36.6%	37.2%
MEASURE AND TARGETS	**2018**	**2020**	**2022**
On-road mobile source emissions reduction (volatile organic compounds)	13.32	145.48	8.13
On-road mobile source emissions reduction (nitrogen oxides)	140.68	335.66	123.96

*Two and four-year targets for the Philadelphia, PA/DE/MD/NJ urbanized area were established for 2018 and 2020, respectively.

Baseline performance is derived from the latest data available for each measure as of 2018. Baseline data is from 2017 except for percent of non-single occupancy vehicle travel, which uses U.S. Census Bureau American Community Survey data from 2016.

Figure 4. Maryland Air Quality Performance Targets, 2018

Employing performance-based planning and programming strategies to support investment decisions is a long-lasting collaborative effort with key stakeholders to deliver sustainable investment options to achieve desired system performance. The STIP is the project planning budget document that unifies and reflects MDOT's plan with the performance and asset management-based decision-making federally mandated by MAP-21 and the FAST Act.

Transit Asset Management

MDOT MTA is a Tier 1 transit agency, operating and maintaining $10.7 billion in physical assets to provide transportation services to over 2.2 million people in the State of Maryland. MDOT MTA provides funding (state and federal pass-through), technical support, and assistance to the 23 Locally Operated Transit Systems across the state (20 tier 2 agencies and 3 tier 1 agencies). Every four years, per Federal Transit Administration (FTA) requirement, MDOT MTA updates its Transit Asset Management Plan (TAMP). The MDOT MTA Office of Local Transit Support leads and provides oversight for the tier 2 LOTS and updates a group TAMP on an annual basis, with a major update every four years per FTA requirement. MDOT MTA and LOTS update National Transit Database (NTD) performance targets and actuals on an annual basis.

Per 49 CFR 625 and 630, MDOT MTA is required to measure the performance of four asset categories. These asset categories and associated performance measures provide the performance targets and actuals for each measure required by FTA for submittal through the annual NTD reporting process. Targets are developed using asset information, including condition and programmed procurements for asset renewal or replacement.
FTA-Required Performance Measures by Asset Category (MDOT MTA TAMP, 2019)

Asset Category	Performance Measure
Rolling Stock (Revenue Vehicles)	% of assets at or past their useful life benchmark
Equipment (Non-Revenue Vehicles)	% of assets at or past their useful life benchmark
Facilities (Including Stations)	% of assets rated below condition 3 on TERM scale
Guideway	% of directional route miles under performance restrictions

NTD Performance Targets and Actuals (2018-2021)

Asset Category	NTD Asset Class	ULB	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)	2021 Target (%)
Rolling Stock (Revenue Vehicles)	AB – Articulated Bus	12	0	0	0	0	0	0
	AO – Automobile	8	0	4.4	0	100	100	60
	BR – Over-the-road Bus	14	0	0	0	0	0	0
	BU – Bus	12	0	0	16.8	6.8	7.4	4.1
	CU – Cutaway	10	42.36	0	42.4	33.6	20.8	9.4
	HR – Heavy Rail Passenger Car	31	100	88.9	100	100	100	100
	LR – Light Rail Vehicle	31	0	0	0	0	0	0
	MV – Minivan	8	0	0	100	0	N/A	N/A
	RL – Commuter Rail Locomotive	39	13.04	0	0	0	0	0
	RP – Commuter Rail Passenger Coach	39	0	0	0	0	0	0
Equipment (Non-Revenue Vehicles)	Automobiles	8	32.88	47	54	59	80	80
	Trucks and Other Rubber Tire Vehicles	7	49.13	54.4	34	37	34.7	35.4
	Steel Wheel Vehicles	11	27.27	61.1	38	38	44.4	55.5
Facilities	Passenger / Parking Facilities	N/A	55.14	50	44	44	36	34

Asset Category	NTD Asset Class	ULB	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)	2021 Target (%)
	Administrative / Maintenance Facilities	N/A	5	50	15	13	36	27
Guideway	CR – Commuter Rail	N/A	43.51	3.5	0	0	0	0
	HR – Heavy Rail	N/A	40.19	3.5	6.7	11	1	3.1
	LR – Light Rail	N/A	38.89	5.8	14.4	15.2	8.8	8.9

LOTS (Tier-2) Performance Measures and Actuals

Twenty Locally Operated Transit Systems (LOTS) are participants in the Maryland LOTS Tier II Group TAMP. The primary services offered by the Tier II LOTS are fixed route bus service and demand response service, typically used by commuters, the elderly, and the disabled to get to work centers, medical centers, shopping centers, and recreational centers.

As illustrated in the below table, the Maryland Tier II LOTS group achieved the targets established in FY20 for all asset classes, except for Buses and Cutaway Buses where adjustments were made in the Useful Life Benchmarks (ULB). The COVID-19 pandemic has impacted the LOTS agencies' ability to generate revenue and maintain ridership levels comparable to FY19.The effects resulting from COVID-19 are unknown, but it is possible this will impact the group's ability to meet its targets. Since the development of the first LOTS Group TAMP in 2018, the group has made progress in improving asset management processes, specifically inventory data collection and condition assessment.

Tier-2 NTD Performance Targets and Actuals (2018-2020)

Asset Category	NTD Asset Class	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)
Rolling Stock (Revenue Vehicles)	BU – Bus	23	13	17	12	26
	CU – Cutaway	11	11	17	15	27
	Automobile	27	39	33	33	27
	Van	45	35	30	26	27
	Ferry Boat	0	50	0	0	67

Asset Category	NTD Asset Class	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)
Equipment	Non-Revenue Vehicles	20	15	30	38	37
Facilities	Administrative/Maintenance	12	24	4	4	0
	Passenger/Parking	0	25	0	0	0

*Useful life benchmarks were updated in FY20 for vehicle assets

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets were developed by MTA working with the LOTS within Maryland. These safety targets were shared with the Maryland Metropolitan Planning Organizations (MPOs). The setting of annual transit safety targets is one of the requirements of the rulemaking for Public Transportation Agency Safety Plans (PTASP). The PTASP rule was published in the Federal Register on July 19, 2018. The effective date of the rule was July 19, 2019, with one year following for implementation. Each applicable provider of public transportation is required to adopt a Public Transportation Agency Safety Plan implementing the principles of Safety Management Systems (SMS). In addition, annual targets for safety performance must be set.

MTA Safety Performance Targets - 2021							
Mode of Transit Service	**Fatalities**	**Fatalities (Per 1m VRM)**	**Injuries**	**Injuries (Per 1m VRM)**	**Safety Events**	**Safety Events (Per 1m VRM)**	**System Reliability (MDBF)**
Local Bus	3	0.1	148	7.4	90	4.5	6,000
Light Rail	1	0.4	12	4.6	25	9.6	900
Metro Subway	0	0.0	30	7.5	10	2.5	4,200
Mobility	0	0.0	85	4.6	25	1.4	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000

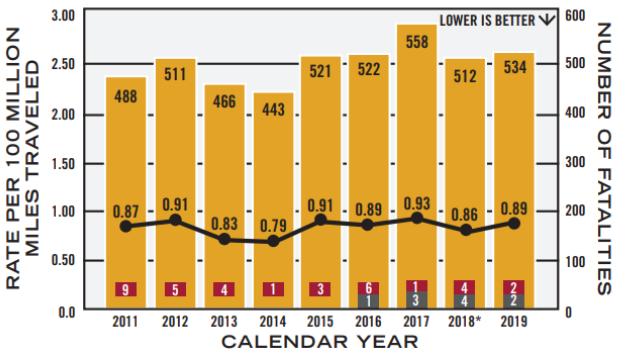
Annual Attainment Report

MDOT has been tracking our progress with the Annual Attainment Report long before MAP-21 and the FAST Act. The following are pages from the Annual Attainment Report that reflect how each of the Targets are affected by our investments.

ANNUAL NUMBER OF TRAFFIC FATALITIES AND INJURIES ON ALL ROADS IN MARYLAND AND ON TRANSIT FACILITIES

MAKING PROGRESS

ANNUAL NUMBER OF FATALITIES



Annual number of traffic fatalities on all roads in Maryland (including MDTA-owned roads)

Traffic fatality rate per 100 million miles traveled on all roads in Maryland

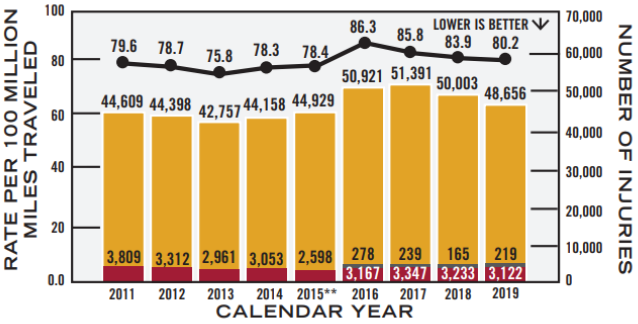
Annual number of traffic fatalities on all MDTA-owned roads, a subset of total annual number of traffic fatalities on all roads in Maryland

Annual number of transit passenger fatalities

Target: ≤ 0.69 traffic fatality rate on all roads in Maryland by 12/31/2022, ≤ 4 transit fatalities per year by 12/31/2022, ≤ 394.4 fatalities on all state-owned roads per year by 12/31/2022

* 2018 data has been revised from previous report.

ANNUAL NUMBER OF PERSONAL INJURIES*



Annual number of personal injuries on all roads in Maryland

Personal injury rate per 100 million miles traveled on all roads in Maryland

Annual number of serious personal injuries on all roads in Maryland

Annual number of transit passenger personal injuries

Target: ≤ 4.487 serious personal injury rate on all roads in Maryland by 12/31/2022, ≤ 5.073 serious injury rate of transit passengers on all facilities in Maryland by 2022

* 2015-2018 serious personal injuries and personal injury rate has been revised from previous report.

** Changes to law enforcement crash data collection has affected serious injury statistical reporting, since the implementation of the Automated Crash Reporting System (ACRS) on January 1, 2015.

Every person, regardless of their age, ability, or mode of transport, should expect a transportation system that gets them where they want to go efficiently and, most importantly, safely. Maryland's long-term goal is zero deaths. To help reach that goal, the State measures trends in traffic injuries and fatalities for bicyclists, pedestrians, and transit passengers to determine the best investment strategies.

Why Did Performance Change?

- MDOT SHA continued the *Look Up, Look Out* campaign, which urges teen drivers not to text and drive; the campaign won a national award of excellence from the American Association of State Highway Transportation Officials (AASHTO) for their *Look Up, Look Out* video
- MDOT MTA maintained the policies and practices, which make MDOT MTA one of the safest transit systems among the top 12 U.S. transit agencies
- MDOT implemented the *Be the Driver* highway safety campaign to reduce deaths and serious injuries on Maryland's roads
- MDOT MVA supported high visibility enforcement efforts including *Checkpoint Strikeforce*, *Bay to Beach*, and *Click It or Ticket*
- MDOT MVA supported alternatives to impaired driving including the *Be Legendary* campaign, which advocates for alternatives to driving impaired, and the Washington, D.C. metropolitan area *Sober Ride* program
- MDOT maintained a focus on aggressive driving through the MDOT MVA *Aggressive Drivers Are Public Threats (ADAPT)* campaign, and on distracted driving through the *Park the Phone, Before You Drive* initiative

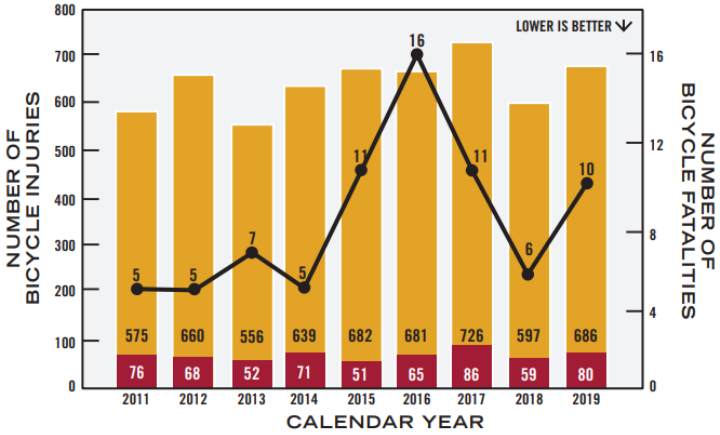
What Are Future Performance Strategies?

- MDOT to begin implementing the updated 2021-2025 SHSP, which will include proven behavioral and infrastructure programs and projects designed to eliminate traffic related fatalities and serious injuries and to reach zero vehicle-related deaths and serious injuries by 2030
- MDOT will continue supporting and working with local jurisdictions when developing local SHSPs that address the traffic safety needs and concerns of their individual areas and communities
- MDOT MTA continues to improve safety for both customers and employees through a Safety Management System (SMS) designed to reduce the risk of injury and property damage by proactively identifying and removing potential hazards in the transportation system
- During COVID-19 the total number of crashes and incidents on Maryland roadways were down but reduced traffic volumes and free flow conditions have resulted in increased crash severity

NUMBER OF BICYCLE AND PEDESTRIAN FATALITIES AND INJURIES ON ALL MARYLAND ROADS

MAKING PROGRESS

NUMBER OF BICYCLE FATALITIES AND INJURIES*



Number of bicycle injuries on all roads in Maryland

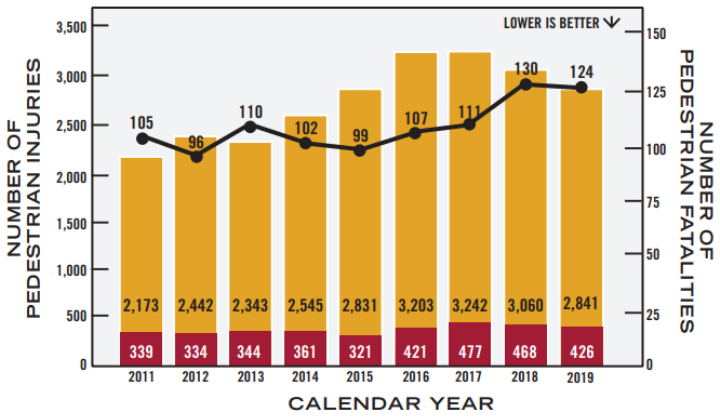
Number of bicycle fatalities on all roads in Maryland

Number of serious bicycle injuries on all roads in Maryland

Target: ≤ 6 bicycle fatalities per year (based on a rolling five-year average) by 12/31/2022, ≤ 52.3 serious bicycle injuries per year by 12/31/2022 (2020-2024 mid-year average target)

* 2015-2017 data has been revised from previous report.

NUMBER OF PEDESTRIAN FATALITIES AND INJURIES*



Number of pedestrian injuries on all roads in Maryland

Number of pedestrian fatalities on all roads in Maryland

Number of pedestrian serious injuries on all roads in Maryland

Target: ≤ 84 pedestrian fatalities per year by 12/31/2022 (2020-2024 mid-year average target), ≤ 305.7 pedestrian serious injuries per year by 12/31/2022 (2020-2024 mid-year average target))

* 2015-2018 data has been revised from previous report.

Why Did Performance Change?

- MDOT SHA activated two High-Intensity Activated Crosswalk (HAWK) beacons; they flash yellow and then red lights indicating a pedestrian is in the crosswalk, a proven countermeasure that reduces pedestrian/vehicle crashes
- MDOT SHA is implementing the *Be Street Wise – Drive Safe. Walk Safe. Bike Safe.* campaign that targets all road users – drivers, walkers, and riders – and reminds them to follow the rules of the road and all traffic laws
- MDOT SHA continues to use a context-driven approach in the planning and engineering of roadways to make sure there is adequate access and mobility for all users, utilizing the Context Driven – Access and Mobility For All Users guide
- The MDOT MVA and the Baltimore Metropolitan Council (BMC) are implementing the *Look Alive* campaign, which brings together multiple agencies, communities, and law enforcement agencies to raise awareness of pedestrian and bicycle safety
- MDOT is targeting bus stop and transit station area improvements to enhance pedestrian and bicycle infrastructure access

What Are Future Performance Strategies?

- MDOT will implement an updated Complete Streets policy in coordination with MDOT SHA's Context Driven Design guidance
- MDOT SHA is developing a Pedestrian Safety Action Plan that will identify strategies to improve pedestrian safety in the State through a process that includes research, analysis, public input, recommendations, and prioritization
- MDOT SHA is improving methods for identifying maintenance and safety concerns and ensuring appropriate pedestrian and bicycle safety treatments are integrated where appropriate
- MDOT MTA is expanding and improving facilities to accommodate bicycles on transit vehicles, including locally operated transit services, buses, Metro, Light Rail, and commuter rail (MARC) and evaluating the potential for secure bicycle parking at select MARC, Metro SubwayLink, and Light RailLink stations
- MDOT continues to support Transit-Oriented Development (TOD) and related opportunities that leverage multimodal access and attract businesses that prioritize bicycling and walking access
- MDOT is identifying and targeting pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis, and evaluation of data and information

IMPROVING GOODS MOVEMENT: FREIGHT ORIGINATING AND TERMINATING IN MARYLAND

FREIGHT ORIGINATING AND TERMINATING IN MARYLAND*

METHOD FOR MOVING FREIGHT	TOTAL VALUE (MILLIONS)	TOTAL TONNAGE (THOUSANDS) SATISFIED
Air	$7,433	103
Other**	$60,162	6,405
Pipeline	$8,005	26,553
Rail	$13,662	35,503
Truck	$304,289	203,652
Water	$1,580	7,019
All Freight	$395,132	279,235

* Source: U.S. Department of Transportation Freight Analysis Framework (FAF4) Version 4.5.1. that was refactored using 2019 data. To report 2019 data, a 3% annual growth rate was applied. FAF generates estimates based on a base year of data. Therefore, tonnage and values represented are estimates, not exact amounts. The water tonnage data based is for 2019, based on U.S. Army Corps of Engineers reporting.

** Category "Other" includes multiple modes, mail, and other and unknown categories from data from the Freight Analysis Framework Version 4.5.1.

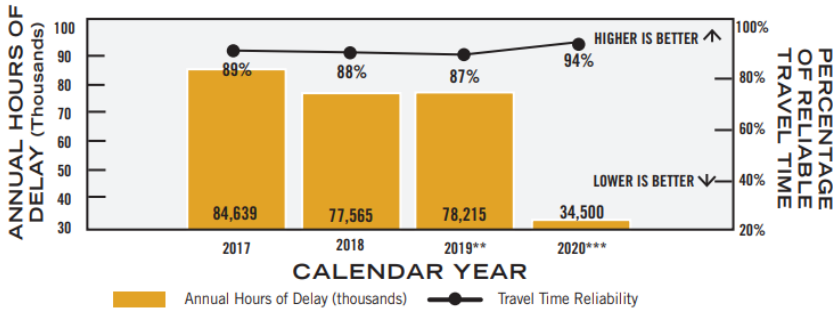
Maryland's location in the mid-Atlantic makes it a crucial node of goods, services, and people linking it to the rest of the nation. Maryland serves as a crossroad for key freight corridors with the I-95, I-81, and I-83 intermodal facilities. The BWI Marshall Airport is one of the nation's top cargo bearing airports with immediate access to major freight corridors, and the Port of Baltimore is one of the closest ports to mid-America markets. The State's main commodities are mining, agriculture, pharmaceuticals, manufacturing, retail trade, and health care, and Maryland's freight network supports their supply chains and those of many other commodities for the eastern seaboard and mid-western states. Facilitating efficient and safe freight movement is one of MDOT's priorities. This was important during the COVID-19 pandemic, when demand for personal protective equipment and health supplies outsized supply and e-commerce sales from quarantined consumers jumped 42% year-over-year in August, reaching $63.0 billion. In order to maintain the supply chain network to meet demand, the State cooperates with select freight partners to inform its planning and strategic investment efforts. MDOT is in compliance with the requirements of the Fixing America's Surface Transportation (FAST) Act, enabling MDOT to use federal Freight Formula Funds and apply for funding derived from the FAST Act, including Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) grants. MDOT has sought, and will continue to seek, opportunities to apply for funding from these sources. Recently, MDOT MPA was awarded a $10.0 million BUILD Grant to provide critical flood mitigation improvements at the Dundalk Marine Terminal.

ANNUAL HOURS (THOUSANDS) OF DELAY AND TRAVEL TIME RELIABILITY ON THE MDOT HIGHWAY NETWORK*

TARGET ACHIEVED

As the Baltimore and Washington regions continue to grow in population and jobs, more users will continue to add demand and congestion on much of the transportation system that already operates at or over capacity at peak hours. This measure tracks MDOT SHA and MDTA performance in reducing congestion on the State Highway system. MDOT SHA and MDTA continue to prioritize congestion reduction and mobility growth, while many projects, programs, and policies prioritize delay reduction. This measure is an indicator of overall congestion and the number of people/vehicles affected by delay on the Maryland highway network.

As MDOT improves travel time reliability, customers are able to utilize more realistic expectations of their total trip time. MDOT uses a planning time index (PTI) to measure reliability. Any roadway segment that has a PTI less than 1.5 is defined as reliable, and MDOT uses the PTI threshold to determine the percentage of travel time reliability. This understanding allows MDOT to determine when system changes need to be made.



Target: 81,450 hours of delay in 2021; 87% travel time reliability in 2021

* Beginning in 2016, the network definition changed to cover the entire MDOT Highway Network (freeways and major arterials). Performance data prior to 2016 pertains to a different network definition and is no longer presented with the MDOT Highway Network (freeways and major arterials) performance.

** 2019 data has been revised from previous report.

*** 2020 data is preliminary and subject to change.

Why Did Performance Change?

- The total number of crashes and incidents are down but reduced traffic volumes and free flow conditions due to COVID-19 have resulted in increased crash severity
- In 2020, the lower level of traffic and less congestion, due to the COVID-19 pandemic, led to a decrease in traffic volume and higher reliability of truck travel

What Are Future Performance Strategies?

- As Maryland recovers from COVID-19, data and performance driven capital and operational technology investments will be required as reliability trends change
- MDOT will continue to advance the Traffic Relief Plan (TRP), including furthering design for the I-695 from I-70 to MD 43 TSMO project
- $125.0 million in federal funds have been approved for the Howard Street Tunnel in Baltimore, which will ease truck traffic, boost the economy, and create jobs

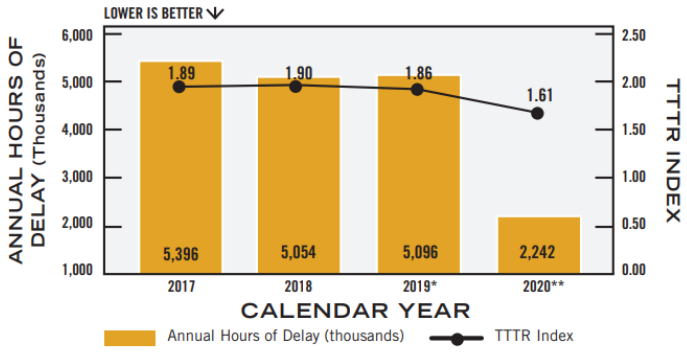
ANNUAL HOURS OF DELAY FOR TRUCKS AND TRUCK TRAVEL TIME RELIABILITY INDEX

ON TRACK

Delay and reliability can affect many things in a supply chain beyond just the truck transporting the goods. An efficient and reliable system translates to improved goods movement, which supports Maryland's businesses and economic growth positively. MDOT has been a leader in measuring freight mobility following industry tested and supported methods. Maryland's annual Mobility Report allows MDOT to see how well freight moves and to identify freight bottlenecks and track them over time. Additionally, MDOT continues to build new resources using truck probe data to understand freight mobility dynamics and the impact of delay on key Maryland supply chains.

In addition to MDOT's tracking of freight mobility, MDOT responds to the federal Moving Ahead for Progress in the 21st Century (MAP-21) and FAST Act performance measure requirements for the Truck Travel Time Reliability (TTTR) index.

The following graph shows the annual TTTR in relation to the annual hours of delay.



Target: 6,070 ($6.1 million) Thousand Hours Of Truck Delay In 2021, TTTR of 1.88 in 2021

* 2019 data has been revised from previous report.

** 2020 data is preliminary and subject to change.

Why Did Performance Change?

- In 2020, the COVID-19 pandemic resulted in significant decrease in traffic volumes on Maryland highways; in Spring of 2020, traffic volumes were down by 50% and in Summer of 2020, traffic volumes were down by about 20%, compared to 2019 volumes
- In 2020, also due to COVID-19, the annual cost of congestion decreased 50% from 2019 to 2020
- Truck vehicle miles traveled (VMT) has been down by 20% compared to 2019 conditions, these huge reductions in travel demand have resulted in fewer vehicles and less congestion compared to prior years
- In June 2020, MDOT cut the ribbon on the new I-270/Watkins Mills Interchange in Montgomery County, MD 2/4 widening in Calvert County, and in August 2020 MDOT cut the ribbon on the MD 180 widening/bridge project in Frederick County

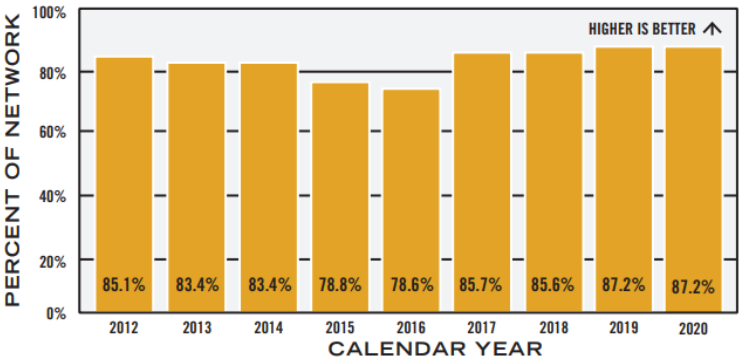
What Are Future Performance Strategies?

- Continue active monitoring of transportation system, incident detection, and clearance and deploy road weather management strategies to restore capacity on Maryland highways
- Modernize transportation infrastructure by incorporating Intelligent Transportation System (ITS) technology and Transportation Systems Management and Operations (TSMO) strategies,

PERCENTAGE OF THE MDOT SHA NETWORK IN OVERALL PREFERRED MAINTENANCE CONDITION

TARGET ACHIEVED

The overall condition of the network is indicative of the positive effect that asset management strategies have on existing highways. Effective asset management strategies ensure continued usability, quality, and safety along Maryland's roadways.



Target: 85% Annually

Why Did Performance Change?

- MDOT SHA utilized the 50% drop in traffic volumes due to COVID-19 to extend work hours, while ensuring MDOT employees were safe, appropriately physically distanced, and using personal protective equipment

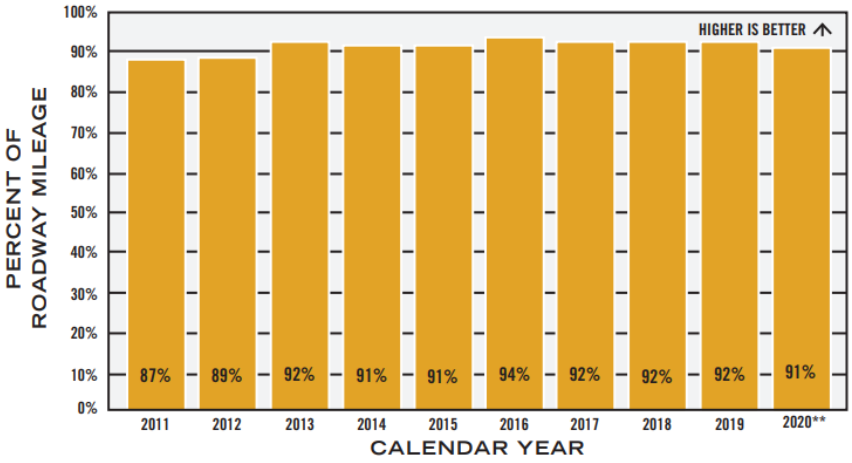
What Are Future Performance Strategies?

- Due to a reduction in funds, MDOT SHA will see a reduction of 7% of its operating budget ($900.0 million in capital), which may impact the percentage of the network in preferred maintenance condition in future years
- MDOT will continue to prioritize state of good repair and system preservation efforts, through the asset management program

OVERALL ACCEPTABLE PAVEMENT CONDITION*

TARGET ACHIEVED

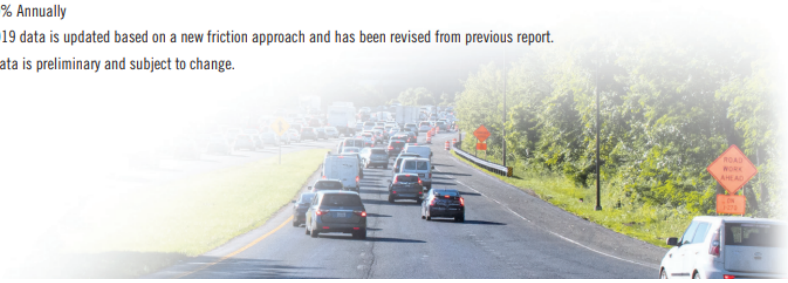
Overall pavement condition is based on remaining service life, which is a scale of 0 to 50 years to describe pavement condition. Ride quality, functional cracking, structural cracking, and rutting data are collected utilizing Automated Road Analyzer (ARAN) vehicles; friction data is collected using skid trucks. Pavement condition can affect safety, efficiency, mobility, and accessibility to services and goods throughout Maryland. MDOT conducts yearly roadway inspections in order to ensure safety, efficiency, mobility, and accessibility in the movement of people and goods.



Target: 90% Annually

* 2012-2019 data is updated based on a new friction approach and has been revised from previous report.

** 2020 data is preliminary and subject to change.



Why Did Performance Change?

- MDOT SHA continued focusing on improvements in roadways with deficient conditions and is preparing for future federal rulings on nationwide pavement performance measures introduced through the Fixing America's Surface Transportation (FAST) Act legislation
- MDOT SHA increased use of non-traditional pavement preservation treatments, where appropriate, to extend the service life of MDOT SHA roadways at the lowest possible cost; due to innovative pavement materials, maintenance, and repairs, cracking (a significant cost driver) has been reduced, decreasing maintenance costs and increasing surface quality

What Are Future Performance Strategies?

- Increase the use of more durable materials and investigate alternative pavement treatments to extend the pavement life
- Continue to implement the Federal Highway Administration (FHWA) and MDOT SHA Pavement Preservation Program to strategically utilize system preservation activities
- Continue to focus on higher-priority prevention and maintenance and monitor high demand roadway degradation

NUMBER OF BRIDGES AND PERCENT THAT ARE IN POOR CONDITION

ON TRACK

The poor condition rating (also previously referred to as structurally deficient) is an indicator sign for engineers to initiate the rehabilitation or replacement process and is used when prioritizing and recommending system preservation funding. A bridge is not considered unsafe if it is poor rated; unsafe bridges are closed. The rating applies to the three structural components of the bridge (deck, superstructure, and substructure), and is scaled from 0 (closed to traffic) to 9 (relatively new). If any of these elements are rated as a four or less, the bridge is considered to be in poor condition (or structurally deficient) per federal standards. Bridge repair projects remain high priorities due to the inconvenience and traffic re-rerouting problems that can occur when bridges close.

CALENDAR YEAR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Number of MDTA Bridges in Poor Condition	5	4	1	1	1	1	1	1	1	1
Number of MDOT SHA Bridges in Poor Condition	106	97	87	81	69	69	67	62	52	36
Total Number of Bridges in Poor Condition	111	101	88	82	70	70	68	63	53	37
Percent of Bridges in Poor Condition	3.9%	3.5%	3.0%	2.8%	2.4%	2.4%	2.4%	2.2%	1.8%	1.3%

Why Did Performance Change?

- MDOT SHA continued its bridge rehabilitation and preservation program in order to minimize the number of bridges that would have deteriorated to a poor rating without rehabilitation
- MDOT SHA opened a $13.0 million MD 355 bridge over CSX in the Monocacy National Battlefield in partnership with the National Park Service and a new $19.0 million MD 180 bridge over US 15 and US 340, part of a collaboration between the County, City, State, and private sector, and a package of improvements to the Solarex Court intersection
- MDTA completed the Westbound Bay Bridge right lane deck rehabilitation ahead of schedule in April 2020, installing a new tolling gantry and implementing full-time all-electronic (cashless) tolling (AET)
- MDTA also advanced major bridge projects including the replacement of the I-895 Bridge in Baltimore and Nice/Middleton Bridge in Southern Maryland
- MDOT recorded 36 poor rated MDOT SHA bridges, the lowest level since tracking began and one of the lowest percentages of any state transportation agency in the nation

What Are Future Performance Strategies?

- Budget constraints due to COVID-19 will impact future bridge work; however, MDOT remains dedicated to ensuring the safety of bridge assets, as well as the overall system state of good repair
- MDTA Nice/Middleton Bridge Replacement funding is reduced in the FY 2021-FY 2026 CTP; however, the project completed more work in FY 2020 than originally forecasted
- Despite funding cuts, select MDTA bridge projects are preserved including the Bay Crossing Tier I NEPA Study and ongoing Bay Bridge future work

TRANSIT ROLLING STOCK WITHIN USEFUL LIFE BENCHMARK

Useful life is a metric that gauges the condition of transit vehicles. Each asset type has a unique useful life. An asset reaching its useful life will need to be replaced or repaired. This measurement tells agencies when to expect repairs and replacement.

TRANSIT VEHICLES	2020 PERCENT OF VEHICLE STOCK WITHIN USEFUL LIFE	TARGETS
Baltimore Metro	0%*	11%
MARC	100%	100%
Light Rail	100%	100%
Paratransit	71%	99%
Local Bus	100%	98%

* 78 new rail cars will be delivered between January 2022 and January 2023.

What Are Future Performance Strategies?

- MDOT MTA continues with replacement of 53-vehicle light rail vehicle fleet overhaul, replacement of all fleet vehicles is scheduled to be completed in 2022
- 83% of MobilityLink paratransit vehicles will be within useful life based on current procurements; MDOT MTA plans to retire and replace more cutaways and sedans in FY 2022 and sedans will be replaced with gas/electric hybrid SUVs
- Continue overhaul of 63 MARC III passenger coaches, set to be complete in 2021
- Continue complying with the new Federal Transit Administration (FTA) rule requiring asset management reporting via the National Transit Database (NTD)

Why Did Performance Change?

- MDOT MTA purchased 140 clean diesel buses in 2019 and committed to continuing to replace vehicle stock with clean diesel buses through a five-year replacement contract
- 100 MobilityLink paratransit vehicles were replaced in 2019 and another 100 were replaced in 2020
- MDOT MTA invested in fleet modernization across all modes to provide safe and reliable operations, including $54.0 million to overhaul 63 MARC III passenger coaches; seven overhauled coaches are currently in service
- MDOT MTA has a Transit Asset Management Plan, updated in 2019, and a group for locally operated transit systems
- MDOT MTA maintains an Asset Portfolio, condition data, and utilizes FTA's Transit Economic Requirements Model Lite (TERM Lite) analysis to better track asset needs and MDOT MTA's state of good repair backlog
- After monitoring the guideway performance for the past 18 months, MDOT MTA now has a dashboard that streamlines the data flow and has a user-friendly interface
- Began visually assessing the condition of MDOT MTA and Locally Operated Transit System (LOTS) facilities; tasks are underway to assess the condition of each MDOT MTA owned facility
- Completed an asset management pilot at the Eastern Bus Division, where MDOT MTA conducted field inventory verification, visual and functional condition analysis, asset hierarchy adjustments, and established a framework for criticality and risk management
- Completed an annual update on inventory and TERM Analysis, reflecting changes in the asset base over the past year, and improving the asset details
- Initiated a warranty management program at Eastern Bus Garage; improving warranty management was one of the key objectives highlighted in the MDOT MTA Transit Asset Management Plan

MDOT MTA AND WMATA RIDERSHIP

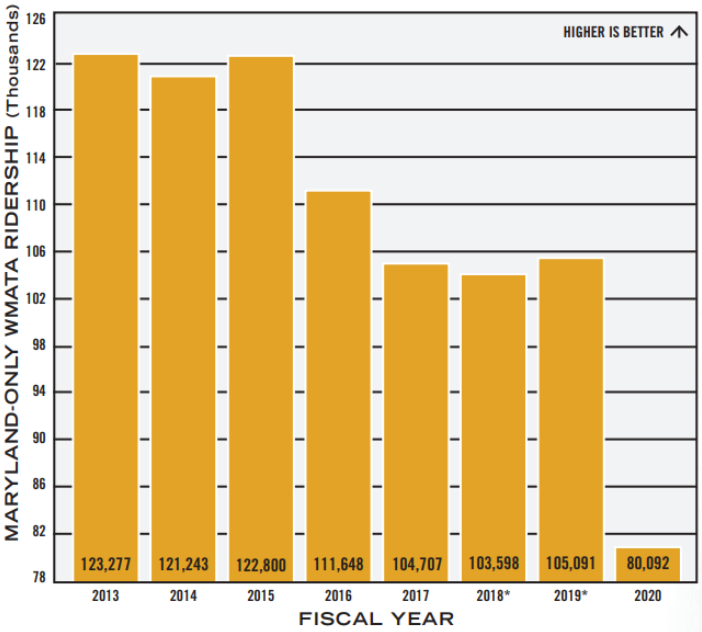
MDOT MTA and local transit partners provide transit options for residents and visitors throughout the State. MDOT also continues to strategically invest in its transportation infrastructure as shown in the FY 2021-FY 2026 CTP. MDOT MTA works to improve transit service and access with investments in fleet modernization, including a light rail fleet overhaul, as well as replacement of 63 MARC III passenger coaches. Continued construction of the 16-mile Purple Line light rail project also remains a high priority for MDOT.

MDOT is a key partner, along with neighboring jurisdictions, in providing funding for the Washington Metropolitan Area Transit Authority (WMATA), supporting an extensive transit network that spans the National Capital Region. Residents and visitors depend on WMATA to provide key connections to regionally significant activity centers and many local and regional transit modes throughout Maryland, including MARC, Commuter Bus, Amtrak, Montgomery County Ride On, and Prince George's County's TheBus. More than 100 million passengers used the WMATA Metrorail, Metrobus, and MetroAccess system in Maryland in 2019.

FISCAL YEAR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*
TRANSIT RIDERSHIP–MDOT MTA DIRECT-OPERATED SERVICES (THOUSANDS)										
LOCAL BUS	78,390	79,535	80,071	75,780	78,697	75,619	69,587	63,730	63,989	55,342
BALTIMORE METRO	14,588	15,364	15,208	14,632	13,901	12,222	10,960	8,738	7,275	5,076
LIGHT RAIL	8,655	8,540	8,647	8,106	7,657	7,431	7,414	7,401	6,966	4,649
TRANSIT RIDERSHIP–CONTRACTED SERVICES AND LOTS (THOUSANDS)										
MARC	8,233	8,452	9,062	9,168	9,246	8,962	9,185	9,322	9,191	6,677
CONTRACTED COMMUTER BUS	4,097	4,290	4,187	4,017	4,034	3,928	3,866	3,841	3,623	2,619
MOBILITY PARATRANSIT & TAXI ACCESS	1,660	1,900	2,084	2,289	2,495	2,556	2,746	2,941	2,974	2,492
LOCAL OPERATING TRANSIT SYSTEM (LOTS)	40,243	40,908	40,281	42,500	39,441	38,476	39,818	41,096	32,866	27,543

* 2020 data is preliminary and subject to change.

MARYLAND-ONLY WMATA ANNUAL RIDERSHIP (THOUSANDS)



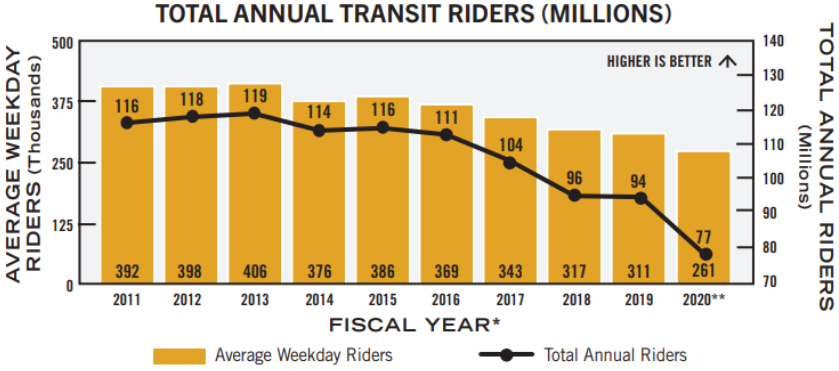
* 2018 and 2019 data have been updated from the previous report.

MDOT MTA TRANSIT RIDERSHIP

FACING CHALLENGES

Weekday transit usage demonstrates progress toward better mobility for our customers and contributes to statewide goals.

AVERAGE WEEKDAY TRANSIT RIDERS (THOUSANDS) AND TOTAL ANNUAL TRANSIT RIDERS (MILLIONS)



* To maintain the integrity of historical comparisons of bus ridership, MDOT MTA used ridership estimate differences between the new Automated Passenger Counter (APC) system and previous systems to adjust previous bus ridership estimates and allow for comparable data for fiscal years.

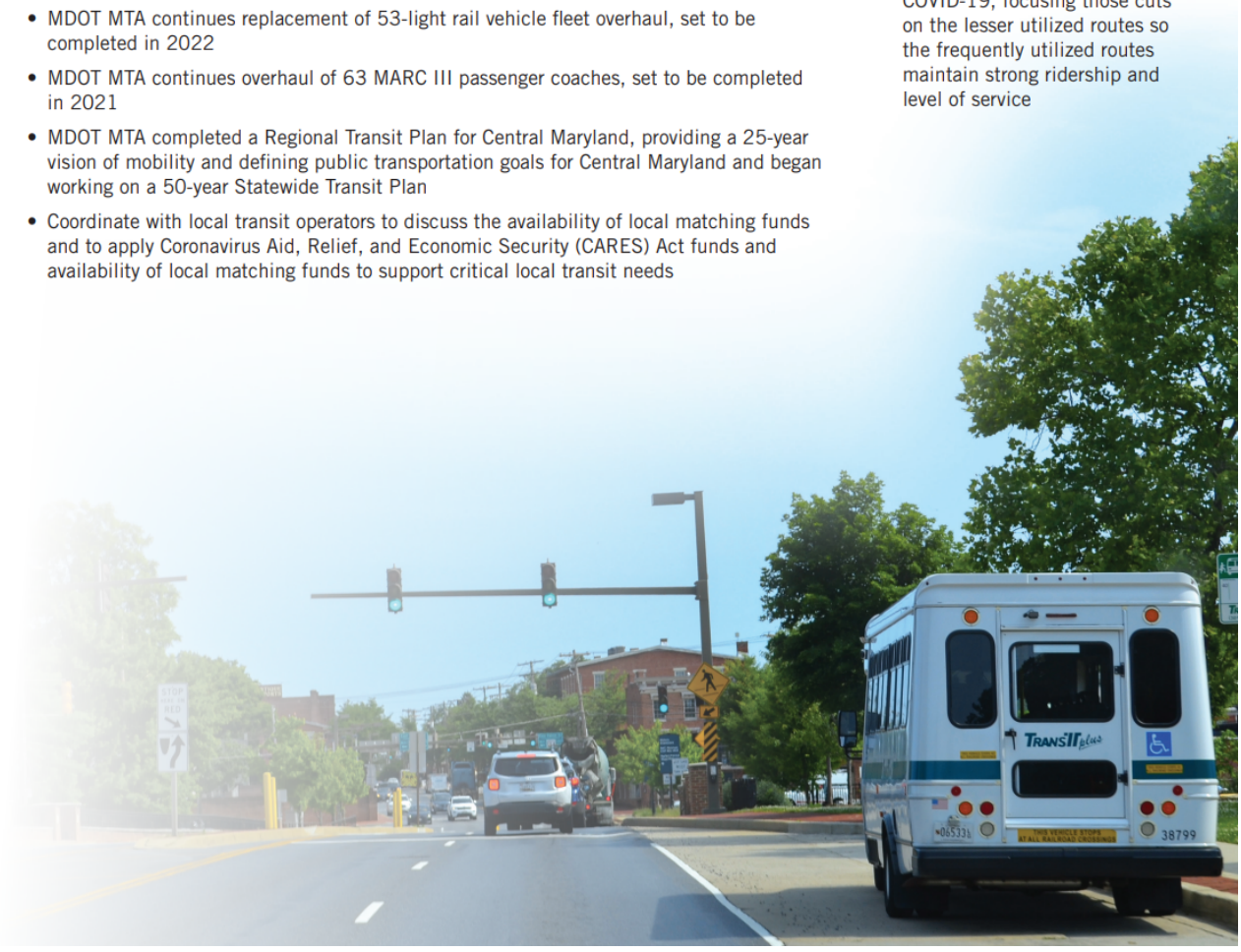
** 2020 data is preliminary and subject to change.

What Are Future Performance Strategies?

- MDOT MTA continues replacement of 53-light rail vehicle fleet overhaul, set to be completed in 2022
- MDOT MTA continues overhaul of 63 MARC III passenger coaches, set to be completed in 2021
- MDOT MTA completed a Regional Transit Plan for Central Maryland, providing a 25-year vision of mobility and defining public transportation goals for Central Maryland and began working on a 50-year Statewide Transit Plan
- Coordinate with local transit operators to discuss the availability of local matching funds and to apply Coronavirus Aid, Relief, and Economic Security (CARES) Act funds and availability of local matching funds to support critical local transit needs

Why Did Performance Change?

- COVID-19 dramatically reduced travel, with transit being particularly adversely affected; MDOT MTA continues to focus on providing safe, efficient, and reliable transit service
- MDOT MTA adapted to the COVID-19 pandemic by taking appropriate health measures, including disinfecting vehicles and retrofitting buses or train cars with plastic seats and air ionizers
- MDOT MTA promoted two mobile applications for smart phones: the CharmPass Mobile Ticketing application, which allows riders to pay for services from their phone, and the Transit app, which provides real-time tracking
- MDOT MTA modified service based on ridership declines from COVID-19, focusing those cuts on the lesser utilized routes so the frequently utilized routes maintain strong ridership and level of service



PERCENT OF TRANSIT SERVICE PROVIDED ON TIME

ON TRACK

On time performance (OTP) is an important indicator of service quality and efficiency and correlates highly with system usage and customer satisfaction.

MODE*	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	LONG-TERM TARGET
Local Bus	85%	83%	82%	81%	81%	85%	77%	68%	69%	72%	**85%**
Light Rail	98%	96%	97%	96%	97%	98%	96%	94%	95%	93%	**95%**
Baltimore Metro	97%	96%	97%	96%	95%	96%	96%	94%	94%	97%	**95%**
MARC	89%	93%	93%	92%	92%	94%	91%	91%	87%	92%	**93%**
Mobility Paratransit & Taxi Access	89%	90%	89%	91%	88%	92%	93%	93%	86%	91%	**95%**

* Besides Local Bus, 2020 data is estimated and subject to change.

Why Did Performance Change?

- Local Bus OTP was 79.4% in February 2020, up from 59.5% prior to launch of BaltimoreLink; every month between November 2019 and February 2020 was an agency record-breaker
- MDOT MTA is completing scheduled major track maintenance activities during periods of low ridership, minimizing the effect of this work on riders
- Light Rail experienced several incidents of downed trees from storms and several accidents involving Light Rail vehicles that affected OTP

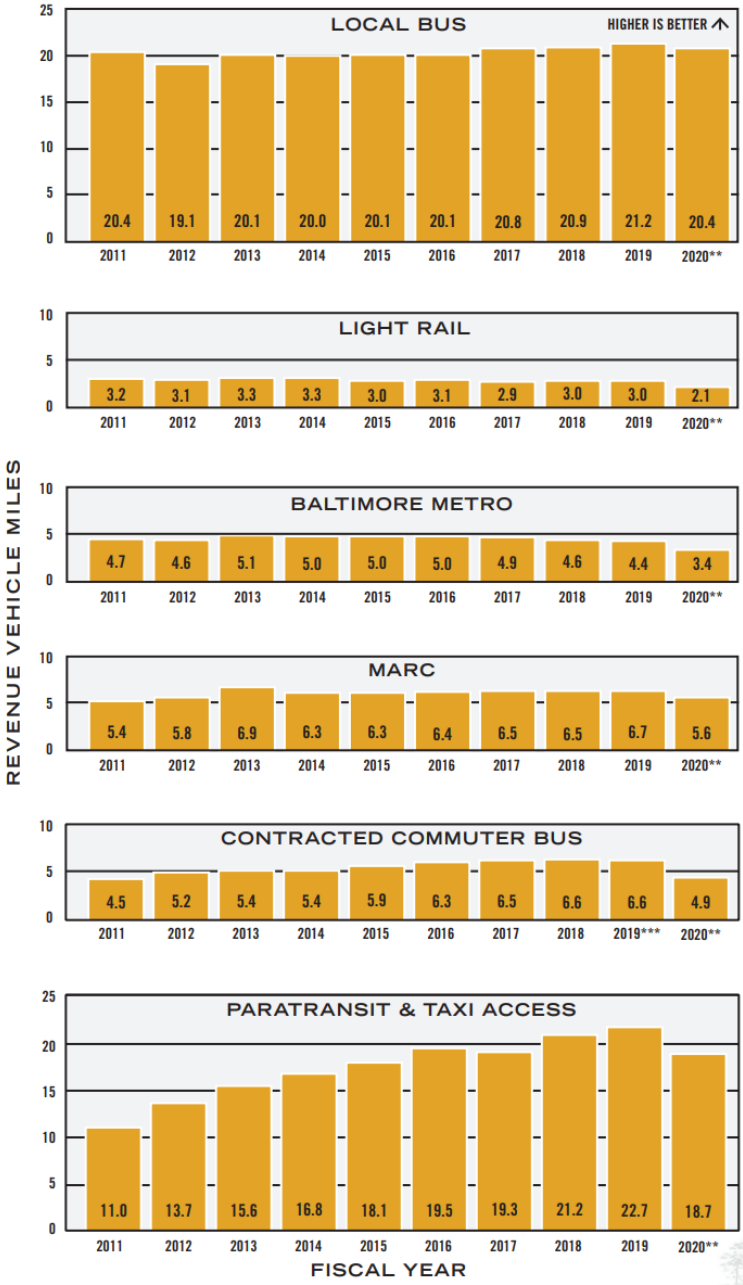
What Are Future Performance Strategies?

- Replace vehicles and complete preventive maintenance on time to support reliable service
- Continue to improve the accuracy of the real-time passenger information on MDOT MTA's transit services to improve customer experience
- MDOT MTA will continue using new data to maximize schedule performance and reliability
- Implement transit priority infrastructure including dedicated bus lanes and transit signal priority that improve bus reliability

ANNUAL REVENUE VEHICLE MILES OF TRANSIT SERVICE PROVIDED*

FACING CHALLENGES

Revenue vehicle miles measure each mile for which a transit vehicle is in service and accepting customers. This measure indicates transit's level of service.



* All units are revenue miles (millions). Excludes Locally Operated Transit Systems (LOTS) and WMATA.

** 2020 data is preliminary, subject to change.

*** 2019 data has been revised from previous report.

Why Did Performance Change?

- In FY 2020, as a result of the COVID-19 pandemic, MDOT MTA experienced a reduction in revenue vehicle miles as service was reduced
- Supplemental bus service to select Baltimore City Public Schools was established in Fall 2019, increasing service and vehicle revenue miles
- Baltimore Metro SubwayLink continued to perform scheduled track repair and maintenance, having an impact on the revenue miles but little impact on the riding public
- The second week of April, during the peak of the stay-at-home order, travel was down at an all-time low while the first week of September shows the latest return trends: MARC - was down 97% vs. 91% down in September; Contracted Commuter Bus - was down 95% vs. 88% down in September; Local Bus - was down 61% vs. 51% down in September
- During the pandemic, MDOT MTA continued to operate Core Bus and MobilityLink service and to prioritize transit service for riders, especially transit dependent households and essential workers; Core Bus saw less decline than other transit modes

What Are Future Performance Strategies?

- Throughout the COVID-19 pandemic, MDOT MTA focused on cleaning, awareness, and overall safety of employees and the public, and is repositioning services to focus on the core mission

APPENDIX L – Public Outreach and Comments

The Maryland Department of Transportation released the Statewide Transportation Improvement Program (STIP) for a 30 day from October 5, 2021, through November 5, 2021. The Press Release was sent to around 150 different news organizations covering internet, print, radio, and television. There were no comments received to date.

FOR IMMEDIATE RELEASE:
October 5, 2021

Contact:
Erin Henson
MDOT Public Affairs
410-865-1025

MDOT Seeks Public Comment on Statewide Transportation Improvement Program

Program Provides a Look at Federally-Funded State Transportation Projects

HANOVER, MD – To ensure all Marylanders have a voice in transportation projects, the Maryland Department of Transportation (MDOT) is inviting the public to comment through November 5 on the Statewide Transportation Improvement Program (STIP), a four-year, set of transportation projects compiled from state, local and regional plans.

The STIP is used to request federal funding for projects in Maryland's legislatively approved six-year transportation budget, known as the Consolidated Transportation Program (CTP). These projects were presented to the public for initial comment in the fall when officials toured Maryland's 23 counties and Baltimore City.

The STIP compiles regional metropolitan Transportation Improvement Programs with projects in non-metropolitan areas to provide a comprehensive list of local and regional priority projects, using the CTP and the 2040 Maryland Transportation Plan as guides. Maryland is federally required to update the STIP every four years. However, MDOT develops a new STIP closer to every two years and solicits comments in accordance with federal law. The STIP was last updated in 2019.

The draft STIP can be viewed at mdot.maryland.gov/STIP. The public can comment by emailing mdotplanning@mdot.state.md.us, or sending a letter to STIP Comments Office of Planning & Capital Programming, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076. This is the final phase of public comments on the FY 2022 STIP before it's submitted to the US Department of Transportation for approval.

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Email: twinslow@mdot.maryland.gov
MDOT website: www.mdot.maryland.gov
Twitter: www.twitter.com/MDOTNews

There were no comments received over the comment period.

District 1 Media List

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

District 2 Media List

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

District 3 Media List

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

District 4 Media List

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

District 5 Media List

Annapolis Patch
Arundel Voice
Baltimore Business Journal
Baltimore Sun
Bay Net
Bay Weekly
Maryland Gazette
MD Independent
MD Independent (St. Mary's Co.)
Metro Networks
Newscast One
Patch
Reliant Traffic
Severna Park Patch
Severna Park Voice
South River Source
The Business Monthly
The Capital
The County Times
The Daily Record
The Enterprise (Charles Co.)
Total Traffic
WBAL Radio
WBAL TV 11
WBFF Fox 45
WCBM Radio
WJZ TV 13
WKIK AM
WMAR ABC 2
WMZQ 98.7 FM
WNAV 1470 AM
WNEW FM All News 99.1
WPRS 104.1 FM
WRNR 103.1 FM
WSMD 98.3 FM
WTOP Radio
WTTG Fox 5
WUSA TV 9

District 6 Media List

Allegany Radio Corp. (6 stations)
Associated Press
Cumberland Times News
Hancock News
Herald Mail
Mineral Daily News Tribune
Newscast One
Pickett News
Republican News
WAFY (Key 103) FM
WAYZ 104.7 FM
WCBC AM Radio
WCRH FM
WFMD Radio
WFRB AM/FM
WTBO AM
WHAG NBC 25
WJEJ AM
WKHJ
WQCM Radio
WRNR AM
WWEG 106.9 FM (The Eagle)

District 7 Media List

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

APPENDIX M – Bicycle and Pedestrian Projects

Maryland Bicycle and Pedestrian Projects

ADA Program

Anne Arundel County
- Sidewalk Improvements on various locations (Anne Arundel and Charles)

Baltimore County
- Sidewalk Improvements on various locations (Baltimore and Harford)

Carroll County
- MD 31 - New Windsor

Montgomery County
- Sidewalk Improvements on various locations (Montgomery and Prince George's)

Retrofit Bicycle Program

Montgomery County
- MD 124 - Dosh Drive to MD 117

Prince George's County
- US 1 Trolley Trail

Worcester County
- US 50 - MD 611 to bridge over Sinepuxent Bay

Neighborhood Conservation

Calvert County
- MD 261 - 9th Street to Anne Arundel Line

Carroll County
- MD 30 Bus - Hampstead Urban Reconstruction

Frederick County
- MD140 - East of North Avenue to Timbermill Run
- MD180 - MD383 to Old Holter Road

Kent County
- MD 291 - School Street to Crane Street

Prince George's County
- MD 212 A - Pine Street to US 1
- MD 5 Naylor Mill
- MD 500 - MD 208 to D.C. Line

Washington County
- MD 845 A - South of Keedysvile to north of Keedysville

Primary/ Secondary Program

Allegany County
- MD 36 - Bridge over Jennings Run - Shoulders

Anne Arundel County
- MD 175 - Disney Road to Reece Road - Shoulders & Side Walk
- MD 175 - Mapes Road to Reece Road - Shoulders & Side Walk

Baltimore County
- MD 140 - Painters Mill Road to Garrison View Road - Wide Curb Lanes

Calvert County
- MD 2/4 - Fox Run Boulevard to Commerce Lane - Shoulders - Side Walk

Carroll County
- MD 30 Bus. - North Woods Trail to CSX Railroad - Shoulders & Side Walk

Cecil County
MD 272 - Bridge over Amtrak - Shoulders & Side Walk
Charles County
MD 254 - Cobb Island Road - Side Walk & Wide Curb Lanes
Frederick County
MD 180 - North of I-70 west crossing to I-70 east crossing - Shoulders & Side Walk
Garrett County
MD 39 - Bridge over the Youghiogheny River
Shoulders 0.1 $ 15,000
Montgomery County
I-270 - Watkins Mill Road Extended - Side Walk
MD 185 - At Jones Bridge Road Phase 3 - Side Walk & Wide Curb Lanes
MD 355 - Woodmont Ave. to South Wood Road - Side Walk & Wide Curb Lanes
MD 97 - South of Brookeville, near Gold Mine Road, to north of Brookeville - Shoulders
Prince George's County
MD 210 - At Kerby Hill Road/ Livingston Road - Side Walk & Wide Curb Lanes
MD 212A - Pine Street to US 1 - Side Walk
MD 4 - At Suitland Parkway- Side Walk & Wide Curb Lanes
MD 500 - MD 208 to D.C. Line - Side
MD5 - Curtis Drive to the Washington D.C. Line - Side Walk
US 1 - College Avenue to MD 193 (Segment 1) - Shoulders & Side Walk
Washington County
US 113 - North of MD 365 to Five Mile Branch - Shoulders & Side Walk

Retrofit Sidewalk Program
Anne Arundel County
MD 214 from MD 2 to MD 253
Carroll County
MD 27 from Tuc Road to Hahn Road
Howard County
MD 7D from MD 281 to Cresswell Avenue
US 1 from Crestmount Road to Cedar Avenue

Transportation Alternatives Program
Allegany County
Baltimore Street Access
Bel Air Elementary School Pedestrian Bridge Replacement (SRTS)
Anne Arundel County
Bicycle Safety Training Project
Broadneck Peninsula Trail III
Cowhide Branch Stream Restoration and Fish Passage
South Shore Trail Phase II
WB&A Trail Bridge at Patuxent
Baltimore City
Baltimore Greenway Trails Network
Bus Stop Accessibility Upgrade at Rail Stations
Improving the First Mile of American Railroading
Inner Harbor Crosswalk and Bicycle Way
Jones Falls Trail - Phase V
Passerelle Replacement at Rogers Avenue Metro Station

Baltimore City continued
- Patapsco Pedestrian and Bicycle Connection
- Pedestrian Access Improvements at Sharp-Leadenhall & Hamburg Street Light Rail Station
- Potomac Street Cycle Track
- Rehabilitation of the MARC Camden Station
- SRTS Pimlico
- Transit Priority Initiative Belair Road
- Transit Priority Initiative Garrison Blvd

Baltimore County
- Pedestrian Improvements & Connections for Edgemere ES, Sparrows Point MS-HS
- Warren Rd Light Rail Station SWM Pond Repair and Retrofit

Calvert County
- SRTS Route 261 Safety Upgrades

Carroll County
- SRTS Eldersburg Elementary School (Johnsonville Rd)

Cecil County
- SRTS Jethro Street Sidewalk Installation
- Charles County
- Indian Head Boardwalk
- Indian Head Trailhead

Dorchester County
- Cannery Park Trails to Trails
- SRTS Bayly Road Sidewalk
- Frederick County
- East Street Rails with Trails
- Golden Mile Multimodal Access

Harford County
- Aberdeen Connectivity Improvements
- Ma and Pa Phase II
- Ma and Pa Phase III

Howard County
- Dobbin and McGaw Road Bike Ped Improvements
- Patuxent Branch Trail

Montgomery County
- Enhancing Bicycle Safety
- Flower Avenue Green Street project
- MD 355 - Clarksburg Shared Path
- North Branch Hiker Biker Trail
- North Stonestreet Avenue and Sidewalk Improvements
- Scott Veirs Shared Use Path
- Sligo Creek Trail
- Takoma Park Improvements 2020
- Towpath Rehabilitation: A Safe Towpath Phase III

Prince George's County
- Central Avenue Phase 1
- Central Avenue Phase 3
- Chamber Ave Green Street
- PG County Bike Share Program - Phase 2+3
- PG County Bike Share Program - Phase One
- SRTS Crittenden

Prince George's County continued
- SRTS US 1 Hollywood
- University Park Traffic Safety Improvements

Somerset County
- RT413 - Hiker Biker Trail-Phase II

St. Mary's County
- MD 5 Pedestrian and Bicycle Trail
- Three Notch Trail, Phase VII

Washington County
- Marsh Run Multi Use Trail
- SRTS Hagerstown Miscellaneous Safety Improvements
- SRTS Haven Rd and Pennsylvania Ave Safety Upgrades
- SRTS Potomac Street at Howard Street
- Towpath Rehabilitation: A Safe Towpath, Phase IV

Wicomico County
- Salisbury Scenic Drive Rails with Trails

Kim Lamphier Bikeways Network Program

Anne Arundel County
- Anne Arundel BWI Odenton Connector
- Broadneck Peninsula Trail (phase 1B)
- Poplar Trail Extension to South Shore Trail
- Areawide Design of Baltimore Greenway Feasibility Study
- Route 413 Hiker Biker Trail

Baltimore City
- Eutaw Street/Place Separated Bike Lane Design
- Melrose Ave Bicycle Blvd

Baltimore County
- Baltimore Wolfe Washington Cycletrack
- Bloomsbury Crossing Design
- Towson Univ Neighborhood Bikeway

Frederick County
- Frederick and Pennsylvania Line Trail, Phase 1

Howard County
- Dobbin Road Pathway
- Downtown Columbia to Stevens Forest Road Pathway Design
- North Laurel Connections Design

Montgomery County
- New Hampshire Ave Bikeway Design
- New Hampshire Avenue Bikeway Design plans
- Prince George's College Park Rhode Island Bike Lane
- Indian Head Rail Trail Extension Feasibility Study

Saint Mary's County
- St. Mary's Three Notch Phase 7
- Statewide Undesignated Funds
- Washington Bicycle Master Plan Implementation - Phase 2
- Park & Street Design - Williamsport, MD
- Wicomico Northwest Salisbury Bikeways, Phase 1

Section 2: MPO Transportation Improvement Programs

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

The FY2022-2025 STIP and the 2021-2026 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=23

- Baltimore Metropolitan Planning Organization includes projects found in the following areas; Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City. To view all projects located within this MPO please visit, https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/22-25/22-25TIP.pdf

- Washington Metropolitan Planning Organization includes projects found in the following areas; Frederick, Montgomery, Prince George's and Charles Counties. To view all projects located within this MPO please visit, https://www.mwcog.org/documents/2020/03/18/fy-2021-2024-transportation-improvement-program/

- Wilmington Metropolitan Planning Organization includes projects found in the following area, Cecil County. To view all projects located within this MPO please visit, http://www.wilmapco.org/Tip/fy2020/FY2020-2023TIP.pdf

- Calvert-St. Mary's Metropolitan Planning Organization includes projects found in the following area, Calvert, St. Mary's County. To view all projects located within this MPO please visit, http://calvert-stmarysmpo.com/DocumentCenter/View/403/C-SMMPO-FY-2021-2024-TIP--final-signed-document--june-10-2020

- Cumberland Metropolitan Planning Organization includes projects found in the following area; Allegany County. To view all projects located within this MPO please visit, https://www.alleganygov.org/DocumentCenter/View/5774/Cumberland-MD-WV-PA-TIP-FY-2022-25-Adopted-March-2021pdf

- Hagerstown Metropolitan Planning Organization includes projects found in the following area, Washington County. To view all projects located within this MPO please visit, http://hepmpo.dtstiptool.com/Document

- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area, Wicomico County. To view all projects located within this MPO please visit, https://cb8d0920-d949-40b9-9276-6d6919e1b853.filesusr.com/ugd/5c05e2_f06b6ac7f70d4f2197339e634ebd670e.pdf