

III. PROGRAM DEVELOPMENT

A. Integration with Federal, State and Local Programs

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

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

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

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

B. Federal Fund Sources for Surface Transportation Projects

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

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

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

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

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

IV. EXPLANATION OF TERMS AND SYMBOLS

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

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

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

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

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

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

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

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

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

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

HIGHWAY PRESERVATION

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

ENHANCEMENT PROGRAM

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

ENVIRONMENTAL/SAFETY

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

HIGHWAY CAPACITY

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

COMMUTER RAIL CAPACITY

- 57 - Commuter rail capacity expansion

COMMUTER RAIL PRESERVATION

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

TRANSIT CAPACITY

- 67 - Transit capacity expansion

TRANSIT PRESERVATION

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

AIRPORTS

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

PORTS

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

MISCELLANEOUS

- 99 - Miscellaneous

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

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

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

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

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

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

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

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

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

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

Federal Highway Administration Funds:

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

Federal Transit Administration Funds:

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

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

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

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

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

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

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

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

V. THE FINANCIAL PLAN

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

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

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

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

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

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

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

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

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

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

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

A. Revenue Projections

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

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

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

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

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

- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.7 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Over the six-year planning period, vehicle sales, which have declined due to the current global pandemic, are projected to recover and to follow a normal business cycle around an underlying upward trend.

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

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

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

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

- **Bond Proceeds:** MDOT projects that \$1.9 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT and is down \$400

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

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

B. Federal Aid Assumptions

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

Federal Highway and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

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

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

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

C. Where the Money Comes From

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the Baltimore-Washington International (BWI) Thurgood Marshall Airport.

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

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

D. Where The Money Goes

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

E. Documentation of Financial Capacity for Transit Activities

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

The MDOT Maryland Transit Administration

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

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

City of Annapolis

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

Harford County

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

Howard County

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

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

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

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

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

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

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

Table 1: Annual Element (Funding in Thousands)

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

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

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

*Figures provided by MDOT

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

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

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

FRA Federal Railroad Administration

HSIP Highway Safety Improvement Program

INFRA Infrastructure for Rebuilding America Discretionary Grant Program

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

Other Other (includes National Summer Transportation Institute Program)

STBG Surface Transportation Block Grant Program

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

*Figures provided by MDOT

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

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

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

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

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

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

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

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

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

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

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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



Transportation Improvement Program - FY 2022-2025

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

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