Appendix A:

Glossary


Brooks Robinson was born in Little Rock, Arkansas, but he became Baltimore's hometown hero. Arriving here in September 1955 at the age of 18, he went on to spend all or part of 23 seasons with the Baltimore Orioles, along the way becoming the heart and soul of the franchise.
The all-time third baseman played in 18 All-Star games, won 16 Gold Glove Awards, and was the 1964 American League MVP, the 1966 All-Star MVP, and the 1970 World Series MVP. He was named Most Valuable Oriole in 1960, '62, '64 and was co-winner with Frank Robinson in 1971.
Baseball's "Human Vacuum Cleaner" set 10 major league fielding records and three American League records for third baseman, including highest lifetime fielding percentage (.971). He was voted into the National Baseball Hall of Fame in 1983.
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GLOSSARY

This appendix provides definitions and examples of concepts and terms related to the transportation planning process.

Americans with Disabilities Act (ADA): Legislation enacted in 1991 to address the needs of disabled individuals in public settings. Sets standards and provides guidelines for accessibility with regard to public facilities (e.g., buildings, transit vehicles) and public rights-of-way (e.g., sidewalks, crosswalks, curb ramps).

Autonomous Vehicles (AVs) / Connected Vehicles (CVs): AVs use technologies such as sensors, cameras, and GPS to operate independently. Autonomous vehicles do not share data with other vehicles. CVs incorporate communications technology that enables them to share data with other vehicles and roadside infrastructure. A related term is "automated vehicles," which use both connected and autonomous technologies to enable operation with limited or no human involvement.

Average Daily Traffic (ADT): The average number of vehicles passing a fixed point in a 24-hour time frame. Can be used a performance metric to evaluate capital projects.

CVs incorporate communications technology that enables them to share data with other vehicles and roadside infrastructure.

Baltimore Metropolitan Council (BMC): Non-profit organization established to identify regional interests and to develop collaborative strategies, plans, and programs to improve the quality of life and economic vitality of the Baltimore region. The BMC employs a paid, professional planning staff, which serves as technical staff to the Baltimore Regional Transportation Board (BRTB). Included in the functions of the BMC staff are transportation planning and modeling, air quality conformity analysis and modeling, demographic analysis, GIS mapping, maintenance of the regional building permit database, coordination of the local cooperative purchasing program, administration of the regional rideshare program, and administration of the Regional Information Center in cooperation with the Enoch Pratt Library system.

Baltimore Regional Transportation Board (BRTB): The federally designated Metropolitan Planning Organization (MPO) for the Baltimore region. The BRTB is a 13-member policy board consisting of Annapolis and Baltimore cities; Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's counties; the Maryland Department of Transportation (MDOT); the Maryland Department of the Environment (MDE); the Maryland Department of Planning (MDP); the Maryland Transit Administration (MTA); and a representative of public transportation. As the MPO, the BRTB is responsible for the planning and coordination of federally funded transportation programs in the region and related short- and long-range planning.

Bus Rapid Transit (BRT): Enhanced bus system that generally operates in dedicated bus lanes or other transitways. Intent is to combine the flexibility of buses with the efficiency of rail.

CHART: The Coordinated Highways Action Response Team (CHART) is an areawide congestion management program operated by the Maryland Department of Transportation and the Maryland State Police. It focuses on addressing nonrecurring congestion, such as crashes. Through the Statewide Operations Center and satellite operations centers in the region, roadways are surveyed to identify incidents.

Complete Streets: An approach to roadway design that seeks to provide facilities that are safe and accessible for all users: drivers, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities.

Conformity: Refers to the region's conformity to air quality standards. Conformity means that the projects in the regional transportation plan and the Transportation Improvement Program (TIP) will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of air quality standards.

Congestion Management Process (CMP): The FAST Act requires each urbanized area with a population of more than 200,000 (known as a Transportation Management Area or TMA; see definition) to manage traffic congestion through a process. This process uses a number of analytic tools to define and identify congestion within a region, corridor, activity center, or project area. The process also involves developing and selecting appropriate operational and travel demand reduction strategies to reduce congestion or to mitigate the effects of congestion.

Consolidated Transportation Program (CTP): The 6-year capital budget for transportation projects in the state of Maryland. Includes projects for the Maryland Department of Transportation and its modal agencies (Maryland Aviation Administration, Maryland Port Administration, Maryland State Highway Administration, Maryland Transit Administration, and Motor Vehicle Administration) as well as related authorities within the department (Maryland Transportation Authority, Washington Metropolitan Area Transit Authority).

Context Sensitive Solutions (CSS): An approach to creating public works projects that meet the needs of users, neighboring communities, and the environment. This approach integrates projects into the setting through careful planning, consideration of different perspectives, and tailoring of designs to particular project circumstances.

Environmental Justice (EJ): Concept established in 1994 through Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Intent is to ascertain that federally funded transportation projects do not adversely affect minority and low-income populations.

Environmental Protection Agency, U.S. (EPA): Federal agency charged with protecting natural and human environmental resources. Responsible for developing and enforcing standards and regulations to maintain air and water quality, including relevant standards and regulations affecting transportation facilities and programs.

Fixing America's Surface Transportation (FAST) Act: The most recent federal transportation legislative program, signed into law on December 4, 2015. The FAST Act preserves the commitment to the metropolitan transportation planning process established in previous federal legislation. Primary source of funding for federal surface transportation projects. Establishes requirements for projects receiving such funding.

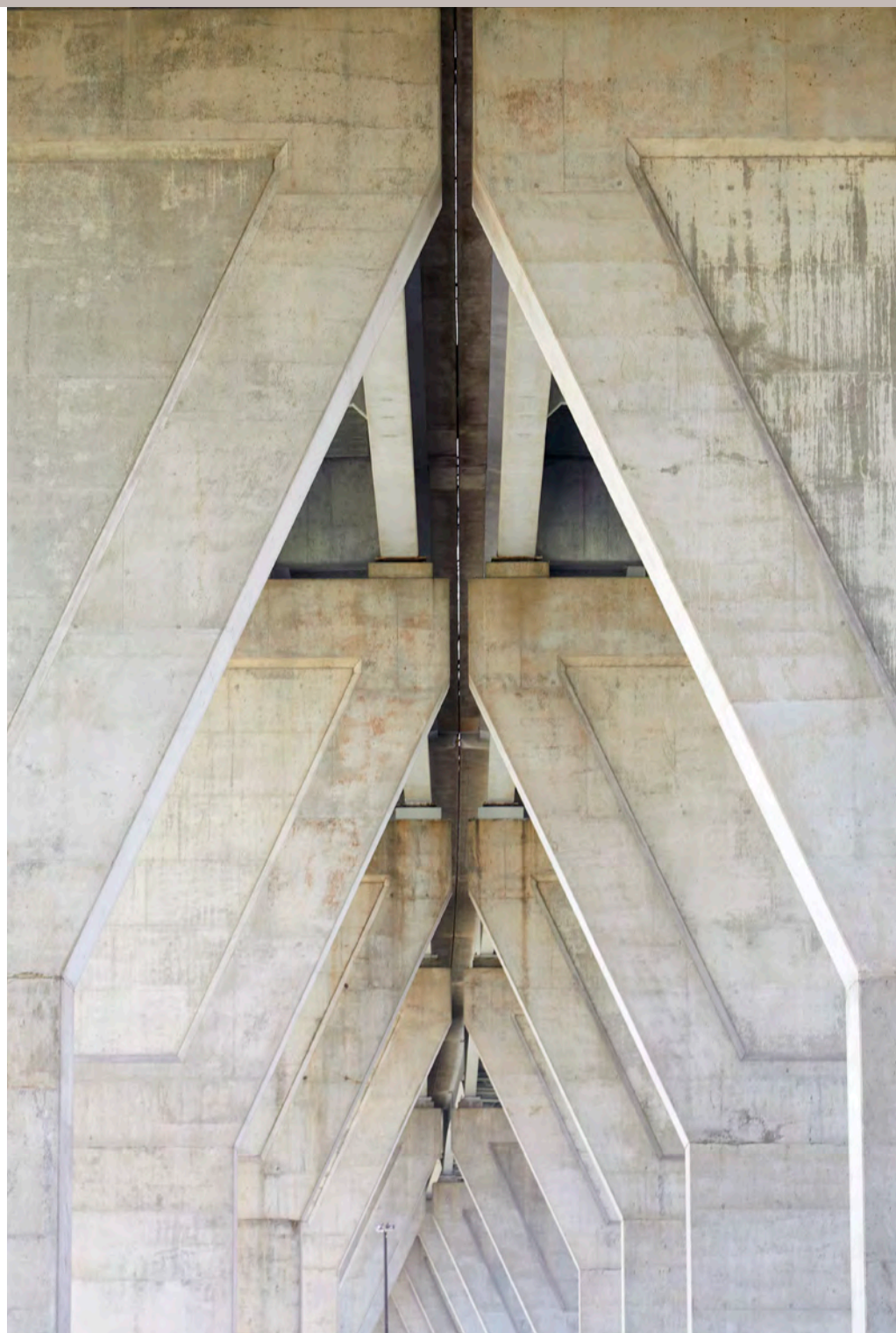
Federal Highway Administration (FHWA): Division of the U.S. Department of Transportation that administers and funds highway planning and programs.

Federal Highway Trust Fund: Federal funding for highway and transit systems and facilities is available through this fund (the fund includes a separate Mass Transit Account). Consists of revenues from federal motor fuel taxes (e.g., on gasoline and diesel fuel) and federal excise taxes on such items as tires. In the past, Congress has supplemented the Highway Trust Fund with general funds as needed to meet obligations.

Federal Transit Administration (FTA): Division of the U.S. Department of Transportation that administers and funds transit planning and programs.

Fine Particulate Matter: One of the "crieria pollutants" for which the U.S. Environmental Protection Agency (EPA) sets national ambient air quality standards (NAAQS). Also referred to as PM2.5, indicating a size of 2.5 micrometers or smaller. Consists of tiny airborne particles that result from particulate emissions; condensation of sulfates, nitrates, and organics from the gas phase; and coagulation of smaller particles. Fine particulate matter can cause serious health problems at levels near the federal standard. The Baltimore region is now maintaining levels of PM2.5 below the federal limit.

Fiscal Constraint: A requirement for both the Regional Transportation Plan and the Transportation Improvement Program (TIP). For the regional plan, fiscal constraint means the total estimated costs of projects and programs cannot exceed forecasted funding levels. For the TIP, fiscal constraint means providing (1) budgets showing committed funding and funding sources for each project and (2) realistic implementation schedules based on when these funds will be available.



Fiscal Year (FY), Federal: Begins October 1 of the preceding year and ends September 30 of the next calendar year. For example, federal FY 2020 begins on October 1, 2019 and ends September 30, 2020.

Fiscal Year (FY), State: Begins July 1 of the preceding year and ends June 30 of the next calendar year.

Goal: Broad aspiration or guiding principle for the region (e.g., "Improve system safety").

Greenhouse Gas Emissions: Greenhouse gas emissions trap heat in the atmosphere. A surplus of these emissions resulting from human activity is believed to contribute to anobserved increase in average global temperature. Global warming is a result of an enhanced greenhouse effect, which is a naturally occurring process by which heat from the sun is radiated off the Earth's surface and then is trapped in the earth's atmosphere by greenhouse gases, whereby the Earth's surface temperature increases. A key greenhouse gas is carbon dioxide.

Highway: Term applies to roads, streets, and parkways, and also includes rights-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

HOV: High-occupancy vehicle, referring to a facility for vehicles with high occupancy.

Illustrative Projects: Projects included in a metropolitan transportation plan for illustrative purposes, as specified by MAP-21 and federal regulations. These are projects that could be included in the adopted transportation plan if additional resources beyond the reasonable financial resources identified in the plan were to become available. There is no requirement to select any project from an illustrative list of projects in an adopted plan at some future date, when funding might become available.

Photo courtesy of Harford Transit

Intelligent Transportation System (ITS): System that enables the transfer of information relating to traffic and transit system operations and conditions to state and local operations staff and to roadway and transit users. Elements can include dynamic message signs to alert users to changing conditions, closed-circuit television systems that alert state or local operations staff to changing conditions, incident detection and management systems, transit security-related systems, and state or local transportation management centers.

Level of Service (LOS): Measure of the quality of flow of a transportation facility. Level of service definitions generally describe traffic conditions in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. It is characterized by a letter from A to F, with LOS A being the best operating condition and LOS F being the worst.

Locally Operated Transit Service (LOTS): Transit service from a local provider, offered by some of the counties in the region. Supplements service provided by the Maryland Transit Administration.

Maryland Rail Commuter (MARC) Service: Maryland's commuter rail operation, managed by the Maryland Transit Administration. MARC provides service on three lines, all of which have a terminus at Union Station in Washington, DC. The Camden Line runs to Camden Station in Baltimore City. The Penn Line runs to Penn Station in Baltimore City and on to Perryville in Cecil County. The Brunswick Line runs to Brunswick in Frederick County and on to Martinsburg, West Virginia, with a spur serving Frederick, Maryland.

Maryland Department of Transportation (MDOT): The department charged by Maryland state law with the responsibility for various transportation-related functions. These include construction, operation, and maintenance of highway facilities (through the Maryland State Highway Administration); transit facilities (through the Maryland Transit Administration); port facilities (through the Maryland Port Administration); and aviation facilities (through the Maryland Aviation Administration). The Motor Vehicle Administration, the state agency responsible for administering vehicle licensing and registration, is also under the jurisdiction of MDOT.

Maryland Department of the Environment (MDE): The state environmental protection agency that monitors and enforces the regulations pertaining to air and water quality. Also responsible for developing the State Implementation Plan, motor vehicle air pollutant budgets, and for monitoring how transportation affects air quality.

Maryland Department of Planning (MDP): The state agency charged with developing and coordinating implementation of statewide growth management policies.

Maryland State Highway Administration (SHA): The agency in the Maryland Department of Transportation responsible for construction, operation, and maintenance of most federal and state highway facilities. Primary recipient of surface transportation funds through the Federal Highway Administration.

Maryland Transit Administration (MTA): The agency in the Maryland Department of Transportation responsible for construction, operation, and maintenance of transit facilities. Federally designated recipient of Federal Transit Administration funds for the Baltimore region.

Maryland Transportation Authority (MDTA): The state agency charged with operating and maintaining the state's toll facilities (highways, bridges, and tunnels).

Maryland Transportation Trust Fund (TTF): Provides the state's portion of funding for constructing, operating, and maintaining state highway, transit, aviation, and port systems and facilities. Consists of revenues from motor fuel taxes, titling taxes and fees, operating revenues, bond proceeds, fund transfers, and funding from the Federal Highway Trust Fund.

Metropolitan Planning Organization (MPO): The organization designated by law with lead responsibility for developing transportation plans and programs in urbanized areas of 50,000 of more in population. The Baltimore Regional Transportation Board (BRTB) is the metropolitan planning organization for this area,

Metropolitan Transportation Plan (MTP): One of the documents an MPO is legally mandated to produce. *Maximize2045* is the MTP for the Baltimore region. The plan establishes the region's broad transportation goals and strategies and contains a list of the major surface transportation projects the region expects to implement over the next 20-25 years. Another major component is the financial plan, which shows the revenues (federal, state, local, other) the region expects to have available for these projects and the estimated costs of these projects. By law, this document must be fiscally constrained.

Moving Ahead for Progress in the 21st Century (MAP-21): Legislation enacted by the U.S. Congress reauthorizing and restructuring funding and planning for highway and transit programs. MAP-21 emphasized performance-based planning and programming. It was signed into law on July 6, 2012. Superseded the FAST Act.

National Air Quality Standards (NAAQS): To protect public health, the U.S. Environmental Protection Agency (EPA) sets the national ambient air quality standards (NAAQS) for certain "criteria pollutants." The EPA then determines the areas that do not meet these standards. The Baltimore region is designated as a nonattainment area with regard to the 8-hour ozone standard.

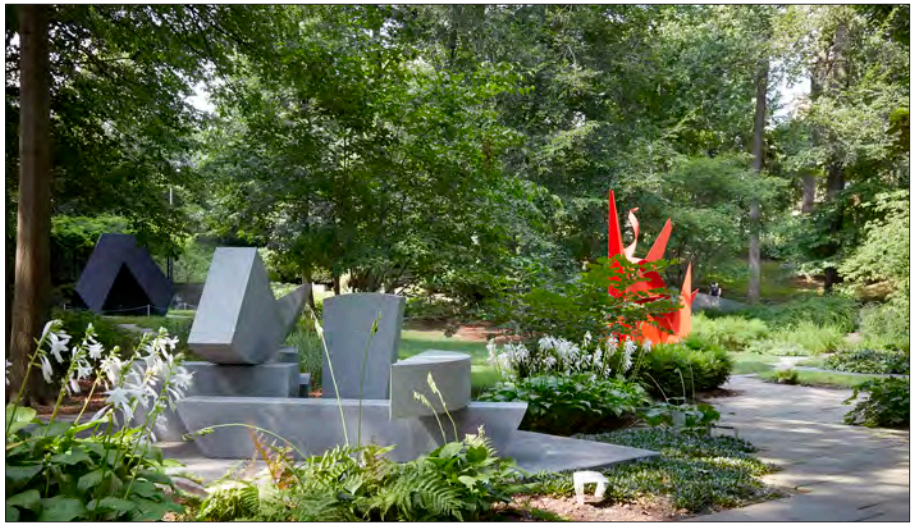
National Highway System (NHS): The National Highway System consists of roadways important to the nation's economy, defense, and mobility. Examples of NHS roadways include interstate highways (e.g., I-95, I-695, etc.), other principal arterials (e.g., U.S. routes such as U.S. 1), highways in the Strategic Highway Network (i.e., highways that are important to the U.S.'s strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes), major Strategic Highway Network Connectors (i.e., highways that provide access between major military installations and highways that are part of the Strategic Highway Network), and intermodal connectors (i.e., highways that provide access between major intermodal facilities and the other four NHS subsystems). A specific route can be on more than one subsystem.

Nonattainment: The U.S. Environmental Protection Agency (EPA) sets national ambient air quality standards, or NAAQS, for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. These are designated as nonattainment areas. The EPA has determined that the Baltimore region is a nonattainment area since it does not meet the NAAQS for ground-level ozone pollution.

Ozone: One of the "crieria pollutants" for which the U.S. EPA sets national ambient air quality standards (NAAQS). Ozone forms at ground level when nitrogen oxides (NOx) and volatile organic compounds (VOCs) undergo a chemical reaction under heat and sunlight. Reductions in NOx and VOCs are necessary for reducing ozone pollution. NOx and VOCs come from a variety of sources, some of which are emissions from cars and trucks. The Baltimore region has been found to be in moderate nonattainment with respect to the standards for ground-level ozone.

Performance Measures / Performance Targets: Performance measures are specific metrics used to assess progress toward achieving goals (e.g., "Decrease number of highway fatalities"). Performance targets are specific levels to be achieved within certain time frames (e.g., "Decrease number of highway fatalities to 121 by 2030").

Priority Funding Area (PFA): Concept introduced by the Smart Growth and Neighborhood Conservation – Smart Growth Areas Act, enacted in 1997. The 1997 legislation directs state funding for growth-related infrastructure to Priority Funding Areas, thereby focusing growth in already developed areas. PFAs include municipalities (as they existed on January 1, 1997), Baltimore City, areas inside of the beltways, neighborhoods designated for revitalization by the Department of Housing and Urban Development, Enterprise and Empowerment Zones, and certified heritage areas within county-designated growth areas. Counties are also able, though not required, to designate additional PFAs, known as locally designated PFAs, based on criteria established by the legislation.



Public Participation Plan: MPOs are required to develop a public participation plan that defines a process for providing the public and interested parties with reasonable opportunities to be involved in the metropolitan planning process. The public participation plan must consider the needs of people and groups traditionally underserved by transportation systems, including low-income and minority households.

Ridesharing: A program intended to match commuters so that they might share rides to work, thereby reducing the number of cars on the road. MTA administers the rideshare program in the Baltimore region and provides funding support to local rideshare coordinators.

SOV: Single-occupancy vehicle, referring to a vehicle with no passengers that may be prohibited from using an HOV facility.

State Implementation Plan (SIP): A required air quality planning document prepared by states and submitted to U.S. EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act. In Maryland, the Maryland Department of the Environment develops the SIP.

Strategy: Specific approach or policy to help the region make progress toward a broad goal (e.g., "Eliminate hazardous or substandard conditions in high-crash locations and corridors").

Teleworking: Working from a remote location, usually a home office. Also known as telecommuting.

TERM: The Federal Transit Administration uses the Transit Economic Requirements Model (TERM) to develop values to determine its transit state of good repair (SGR) backlog. The TERM condition ratings scale for facilities has the following values: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, 1 – Poor.

Title VI: Title VI of the Civil Rights Act of 1964 states that no person in the U.S. shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Because the BRTB receives federal funding in carrying out the metropolitan planning process, its products (e.g., the regional transportation plan and the TIP) and programs must comply with Title VI.

Traffic Analysis Zone (TAZ): Basic unit of geography used to predict travel behavior in the travel demand model. Constructed using census block information.

Transportation Demand Management (TDM): Strategies intended to reduce travel demand (particularly that of single-occupancy private vehicles) or to redistribute this demand. TDM strategies can help relieve traffic congestion and reduce vehicle emissions. Examples include: congestion pricing, incentives to use transit, rideshare programs, flexible work hour programs, etc.

Transportation Emissions Reduction Measures (TERMs): Projects or policies intended to reduce air pollutant emissions from the transportation sector. These could include strategies to reduce travel demand (particularly from single-occupancy private vehicles) or to reduce per-mile emissions. The region has set aside $285 million in funding to support TERMs.

Transportation Improvement Program (TIP): One of the documents an MPO is legally mandated to produce. This document lists all surface transportation projects with committed funding that are programmed for implementation over the next four years. Generally updated every year in the Baltimore region. Before a project can receive federal funding, it must appear in the TIP. By law, this document must be fiscally constrained.

Transportation Management Area (TMA): An urbanized area with a population of more than 200,000. Within a TMA, all transportation plans and programs must be based on a continuing and comprehensive planning process carried out by the Metropolitan Planning Organization in cooperation with states and transit operators. In addition, all TMAs must have a Congestion Management Process in place.

Transportation Network Company (TNC): A company that matches passengers with drivers through mobile apps and websites (e.g., Lyft and Uber). Also called ride-hailing services.

Transportation System Management and Operations (TSMO): Integrated program of strategies intended to optimize the performance of existing infrastructure. Through such a program, an agency can implement systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. Similar to TDM strategies, TSMO strategies can help relieve traffic congestion and reduce vehicle emissions. Examples of TSMO strategies include: bottleneck elimination through channelization, signal system upgrades and coordination, freeway ramp metering, transit scheduling and dispatching improvements, relocation of bus stops, etc.

Travel Demand Model: Software used to predict where people travel (e.g., to work, to home, to other destinations) and how they travel (e.g., by driving, by taking transit, by bicycling, by walking). Uses population and employment forecasts as well as land use data to predict this travel behavior at a regional scale.

Vehicle Miles of Travel (VMT): A standard measure of travel activity. The U.S. Department of Transportation definition is "One vehicle mile of travel is the movement of one privately operated vehicle for one mile, regardless of the number of people in the vehicle."

Vehicle Occupancy Rate (VOR): Persons per passenger vehicle.

Appendix B:

Project Evaluation and Scoring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PROJECT EVALUATION AND SCORING

The local jurisdictions, in consultation with MDOT SHA and MDOT MTA, submitted projects for consideration for *Maximize2045.*

BMC staff members scored each project for technical merit, based on consistency with regional goals and strategies. Each submitting jurisdiction and agency provided a policy score, depending on priority and demonstrated support. The combined technical and policy score for each project represents that project's total score.

This is one tool the BRTB used to determine which projects to adopt in the Preferred Alternative.

Technical Score

As noted, BMC staff members scored each project for technical merit, based on consistency with regional goals and strategies.

See the table on the following page for explanations of criteria and methodologies. Unless otherwise indicated, a candidate project receives 5, 3, or 1 points, depending on the degree to which it addresses a problem or provides benefits. High = 5 points; medium = 3 points, low = 1 point. A “not applicable” condition scores 0 points.

The maximum technical score for transit and highway projects is 50 points.

Policy Score

Each submitting jurisdiction and agency provided a policy score, depending on the relative priority of the project to the jurisdiction or agence and whether or not that project has received MDOT financial support to date.

High Priority (up to 5 projects can have this rating) – 30 points

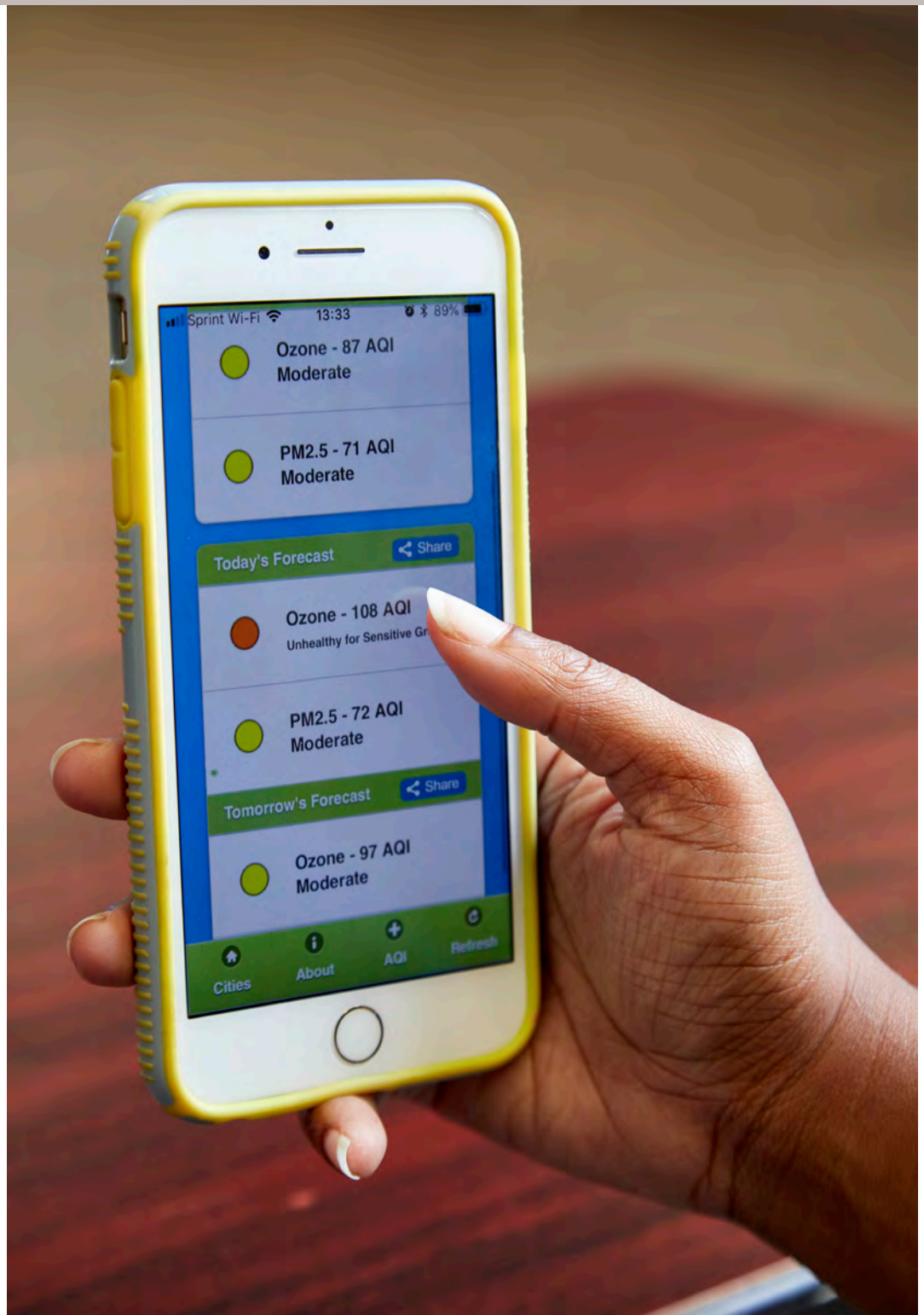
Medium Priority (up to 4 projects can have this rating) – 20 points

Low Priority (an unlimited number of projects can have this rating) – 10 points

Demonstrated MDOT Financial Support – 10 points added to priority score

Maximum Score

The maximum total score (technical score + policy score) is 90 points.



Technical Criteria and Scoring Methodologies

Modes	Criteria	Methodologies
Goal: Safety		
Highway	Crash severity (injuries and fatalities) – 5, 3, or 1 points	Total number of injuries and fatalities for most recent 3 years, multiplied by 2 and added to total number of injuries; divide this total by annual VMT in millions for this segment to determine accident severity per 1,000,000 VMT
Goal: Accessibility		
Highway	Complete Streets features – 5, 3, or 0 points	Degree to which project delivers safety / accessibility benefits for all modes (ADA improvements, improved bike facilities, etc.) – total population first, then EJ population – per mile benefits Significant features = 5 points Moderate features = 3 points Not applicable = 0 points
Highway	Access to job/activity hubs – 5, 3, or 1 points	Degree to which project improves infrastructure enabling access to and supporting major Job/Activity Hubs – 1/2 mile buffer analysis – per mile benefits
Transit	Transit station/stops – 10, 6, or 2 points	Degree to which project supports access to specific destinations – EJ population – 1/4 mile buffer analysis Improve existing station/stops = 10 points New station/stops = 6 points Operations improvement plan = 2 points
Transit	Access to job/activity hubs – 10, 6, or 2 points	Degree to which project improves infrastructure enabling access to and supporting major Job/Activity Hubs – 1/4 mile buffer analysis – per mile benefits

Goal: Mobility		
Highway	2025 Level of Service (LOS) – 7, 4, or 1 points	2020 LOS (with Existing + Committed) – LOS E-F = 7 points LOS D = 4 points LOS C-A = 1 point
Highway	2045 LOS – 3, 2, or 1 points	2040 LOS (with Existing + Committed) – LOS E-F = 3 points LOS D = 2 points LOS C-A = 1 point
Transit	Transit options – 5, 3, or 1 points	Extent to which project provides options (from TAZ) – Transit project focused on mobility (MARC, BRT, commuter bus) = 5 points Metro or light rail project = 3 points Local bus project = 1 point
Transit	Ridership – 5, 3, or 1 points	Average daily number of riders in Year 2040 per mile of project (using data generated from BMC's travel demand model based on all-project network)
Goal: Environmental Conservation		
Highway and Transit	Effects on ecologically significant lands / historical properties – 5, 3, or 0 points	Geographic proximity to ecologically significant lands (using Maryland green infrastructure mapping data) / geographic proximity to culturally significant properties and resources (using National Register of Historic Places, Maryland Inventory of Historic Properties) Little to no effects = 5 points Moderate effects = 3 points Significant effects = 0 points
Highway and Transit	Emissions and greenhouse gas (GHG) Reductions – 5, 3, or 1 points	Degree to which project includes components that reduce GHG emissions (e.g., Transportation Demand Management or Transportation System Management components, carbon sequestration, electric vehicle infrastructure)

Goal: Security		
Highway	Evacuation route or parallels – 5, 3, or 0 points	Degree to which project falls on an existing evacuation route (as defined in Evacuation Traffic Management Support document) or improves a critical link to an existing evacuation route – Falls on evacuation route = 5 points Improves critical link = 3 points No evacuation function = 0 points
Goal: Economic Prosperity		
Highway and Transit	Connection to Priority Funding Area (PFA) – 5, 3, or 0 points	Points assigned depending on project location relative to PFA – Within PFA = 5 points Connecting to PFA = 3 points Outside PFA = 0 points
Highway and Transit	Connection to Sustainable Community – 5, 3, or 0 points	Points assigned depending on project location relative to Sustainable Community – Within Sustainable Community = 5 points Connecting to Sustainable Community = 3 points Outside Sustainable Community = 0 points

Evaluation and Scoring of Candidate Projects

The table on the following pages shows information on each candidate project submitted by the state agencies and local jurisdictions as well as how each project scored according to the evaluation criteria. Each project has a total score consisting of technical score plus policy score.

The table also shows other information, including:

- whether or not the candidate project was in the previous LRTP (long-range transportation plan), *Maximize2040*
- individual estimated project costs (year of expenditure) and cumulative estimated costs – this is to enable a fiscal constraint analysis.

BMC staff members distributed this information to members of the Technical Committee and the Public Advisory Committee for review. Members of the Technical Committee discussed the preliminary results of the project scoring and presented alternatives to this list based on agency or jurisdictional considerations and priorities. At the end of this process, the Technical Committee had agreed on a Preferred Alternative.

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LRTP	Safety	Complete Streets	Job-Activity Hubs - Roads	Job-Activity Hubs - Transit	Transit Station	2025 No-Build LOS	2045 No-Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions / GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score
Baltimore City	Hanover Street Bridge over Middle Branch	Roadway / Interchange / Traffic Operations	Replace existing 1916 Hanover Street Bridge over Middle Branch	2024-2034	$255,000,000	$255,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	No	5	5	5			4	2			3	3	5	5	5	42	82
Howard County	Bus Rapid Transit - U.S. 29 Corridor	Transit	Bus Rapid Transit (BRT) Ellicott City / Downtown Columbia Transit Center Location (Mall Ring Road) to MD 198 in Montgomery County; Grade-separated facilities in median of U.S. 29.	2035-2045	$735,000,000	$990,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes				10				5	3	5	5		5	0	33	73
Carroll County	MD 97	Roadway / Interchange / Traffic Operations	Widen from 2 to 5 lanes, including interchange at Meadow Branch Road; construct pedestrian and bicycle facilities.	2035-2045	$233,000,000	$1,223,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	1	3	5			7	3	0	0	0	3	5	5	0	32	72
Baltimore City	U.S. 40 over Martin Luther King Jr. Boulevard Ramp Removal	Roadway / Interchange / Traffic Operations	Remove the two U.S. 40 bridges over Martin Luther King Jr. Boulevard, reconnecting N Freemont Avenue where it is currently bisected by U.S. 40. Intersection and streetscape improvements on Martin Luther King Jr. Boulevard.	2024-2034	$118,000,000	$1,341,000,000	No MDOT Financial Support	High Priority - 30 Points	No	5	5	5			1	1	0	0	5	5	5	5	5	42	72
Baltimore County	I-795	Roadway / Interchange / Traffic Operations	I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from 4 to 6 lanes and construct an interchange at Dolfield Boulevard	2035-2045	$191,000,000	$1,532,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	0	5			4	3	0	0	5	1	5	5	0	31	71
Carroll County	MD 140	Roadway / Interchange / Traffic Operations	Widen from 6 to 8 lanes, full interchange at MD 97, Continuous Flow Intersections (CFI) at Center Street and Englar Road	2035-2045	$271,000,000	$1,803,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	3	5			1	1	0	0	5	3	5	5	0	31	71
MTA	BaltimoreLink Bus Expansion Program - Phase 1	Transit	Purchase of buses to meet increasing ridership demands (beyond replacement needs), 2024-2034	2024-2034	$67,000,000	$1,870,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes				6	2	0	0	1	1	5	5	0	5	5	30	70
MTA	BaltimoreLink Bus Expansion Program - Phase 2	Transit	Purchase of buses to meet increasing ridership demands (beyond replacement needs), 2035-2045	2035-2045	$90,000,000	$1,960,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes				6	2	0	0	1	1	5	5	0	5	5	30	70
Baltimore County	I-695 over U.S. 40 Bridge Replacement	Roadway / Interchange / Traffic Operations	Replace Bridge No. 0312400 on inner and outer loops of I-695 over US 40; reconfigure I-695/US 40 Interchange; widen main line of I-695, add noise and retaining walls.	2024-2034	$34,000,000	$1,994,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	0	3	0	0	7	3	0	0	3	0	5	5	0	29	69
Howard County	U.S. 29	Roadway / Interchange / Traffic Operations	Widen from 2 to 3 lanes in the northbound direction; includes auxiliary lanes and a grade-separated interchange at the Rivers Edge community.	2024-2034	$78,000,000	$2,072,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	5	0	0			7	3	0	0	3	1	5	5	0	29	69
Harford County	Aberdeen MARC Station	Transit	Transit Oriented Development (TOD); new train station, additional parking, U.S. 40 "Green Boulevard," and Station Square Plaza - new pedestrian underpass and green, terraced plaza/amphitheater	2035-2045	$70,000,000	$2,142,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes				10		0	0	5	5	3	5		5	5	38	68
Harford County	U.S. 1 Bypass	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes and improve the U.S. 1 @ MD 24 and U.S. 1 @ MD 924 interchanges	2035-2045	$165,000,000	$2,307,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	1	0	5			7	3	0	0	3	1	3	5	0	28	68
Howard County	I-95	Roadway / Interchange / Traffic Operations	Create peak hour shoulder use.	2024-2034	$41,000,000	$2,348,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	0	5			7	3	0	0	3	1		5	0	27	67
Baltimore County	MD 140	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; raised median and outside bicycle lanes	2024-2034	$28,000,000	$2,376,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	5	3	5			4	2	0	0	5	3	5	5	0	37	67
Carroll County	MD 32	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes; addition of pedestrian and bicycle facilities.	2035-2045	$57,000,000	$2,433,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	1	3	0			7	3	0	0	0	3	5	5	0	27	67
Baltimore County	Broening Highway / I-695	Roadway / Interchange / Traffic Operations	Construct a full interchange at Exit 44 of I-695 to adequately support redevelopment at Sparrows Point	2024-2034	$139,000,000	$2,572,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	0	5			1	1	0	0	0	1	5	5	5	26	66
Baltimore County	MD 7 / MD 43 Interchange	Roadway / Interchange / Traffic Operations	Upgrade from partial to full interchange, including two new ramps to accommodate full movements at interchange.	2024-2034	$59,000,000	$2,631,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	No	3	0	3			1	1	0	0	5	3	5	5	0	26	66
Howard County	MD 175 / I-95 Interchange	Roadway / Interchange / Traffic Operations	Design and construct needed improvements to interchange consistent with preferred options in MDOT-SHA MD 175 Improvement Study.	2035-2045	$182,000,000	$2,813,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	5	0	5			1	1	0	0	0	3	5	5	0	25	65
Baltimore City	Baltimore Street	Roadway / Interchange / Traffic Operations	Roadway reconstruction using concrete, utility upgrades/replacements, sidewalk reconstruction, ADA improvements, curb and gutter reconstruction, signal upgrades, pavement markings and signing, SWM facilities, landscaping and streetscaping elements	2035-2045	$26,000,000	$2,839,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	5			1	1	0	0	3	5	3	5	5	34	64
Anne Arundel County	MD 3	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes from St Stephen Church Road to MD 175 and review upgrade roadway segments, bike/ped facilities (especially crossing) and improve intersection operations.	2035-2045	$120,000,000	$2,959,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	5	3	0			7	3	0	0	3	3	5	5	0	34	64
Anne Arundel County	MD 177	Roadway / Interchange / Traffic Operations	Roadway has numerous access points and is near capacity between Jumpers Hole Road and MD 648 which leads to congestion between Jumpers Hole Road and MD 607	2035-2045	$196,000,000	$3,155,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	No	3	3	0			4	2	0	0	0	1	5	5	0	23	63
Baltimore City	Howard Street Bridge	Roadway / Interchange / Traffic Operations	Replace existing bridge which consists of two steel tied arch and six steel girder segments. These span over I-83, Jones Falls, MTA, Amtrak, CSX, Falls Road and over a fenced in private lot. Increase traffic lanes and add bicycle lanes. Improve north and south approach roadways.	2024-2034	$61,000,000	$3,216,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	5			1	1	0	0	3	3	3	5	5	32	62
Anne Arundel County	MD 175	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes reconstruction of MD 175/MD 295 interchange, improvements at MD 32 interchange, and pedestrian/bicycle facilities.	2024-2034	$185,000,000	$3,401,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	5	5			4	2	0	0	0	3	5	5	0	32	62
Anne Arundel County	MD 198	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes and construct a continuous center median; includes ramp widening at MD 295 and pedestrian/bicycle facilities within project limits.	2024-2034	$238,000,000	$3,639,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	1	5	5			7	3	0	0	0	3	3	5	0	32	62
Baltimore County	MD 7	Roadway / Interchange / Traffic Operations	Capacity, congestion relief and safety (flooding) improvements. Raise existing road and bridge above 100-year floodplain. Provide 6-lane divided section, with 2 through lanes in each direction on MD 7 and double left turns at Mohrs Lane and Campbell Blvd.	2024-2034	$9,000,000	$3,648,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	3			4	3	0	0	3	3	5	5	0	32	62
Anne Arundel County	MD 2	Roadway / Interchange / Traffic Operations	Roadway improvements, new premium transit service, new sidewalks, and permitting land use densities that support transit in select locations where redevelopment might occur. The primary road improvement would be to widen the 4 lane sections to 6 lanes throughout.	2035-2045	$299,000,000	$3,947,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	3			4	2	0	0	3	3	5	5	0	31	61
Howard County	U.S. 1 / MD 175 Interchange	Roadway / Interchange / Traffic Operations	Construct a new grade-separated interchange	2035-2045	$153,000,000	$4,100,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	5	1	5	5	0	31	61
Howard County	I-70	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes reconstruction of I-70 / Marriottsville Road interchange and upgrading of I-70 / U.S. 29 interchange	2024-2034	$698,000,000	$4,798,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	0	0			4	2	0	0	5	1	5	0	0	20	60
Carroll County	MD 26	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes, including bike and pedestrian facilities	2035-2045	$102,000,000	$4,900,000,000	Demonstrated MDOT Financial Support – 10 points	High Priority - 30 Points	Yes	3	3	0			1	2	0	0	0	3	3	5	0	20	60

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LRTP	Safety	Complete Streets	Job-Activity Hubs - Roads	Job-Activity Hubs - Transit	Transit Station	2025 No-Build LOS	2045 No-Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions / GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score
Harford County	U.S. 1	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes, including bicycle and pedestrian accommodations	2035-2045	$37,000,000	$4,937,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	5	3	1			1	2	0	0	5	3	5	5	0	30	60
Baltimore County	I-695, I-70 to MD 43	Roadway / Interchange / Traffic Operations	Create a new lane of traffic along outside shoulder of inner and outer loops during peak hours. Ramp metering and reconfiguration of I-695 / I-70 interchange.	2024-2034	$350,000,000	$5,287,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	3	1	5	5	0	29	59
Baltimore City	Martin Luther King Jr. Re-Visioning	Roadway / Interchange / Traffic Operations	Create a "Complete Street" that unifies rather than divides; a connection that links people to life's opportunities; connects people to employment, health care, and shopping.	2024-2034	$9,000,000	$5,296,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	5				1	2	0	0	3	5		5	5	29	59
Carroll County	MD 140 at MD 91	Roadway / Interchange / Traffic Operations	Divided highway with new interchange at MD 91 and intersection improvements, addition of pedestrian and bicycle facilities.	2035-2045	$170,000,000	$5,466,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	3	0			7	3	0	0	0	3	5	5	0	29	59
Howard County	MD 175	Roadway / Interchange / Traffic Operations	Widening, bicycle, transit and pedestrian improvements consistent with Anne Arundel County widening proposals.	2035-2045	$21,000,000	$5,487,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	No	3	5	3			7	3	0	0	5	3	5	5	0	39	59
Queen Anne's County	MD 18 Road Widening - Kent Narrows to Bay Bridge	Roadway / Interchange / Traffic Operations	Widen MD 18 from Kent Narrows to the Bay Bridge, including ROW acquisition, utility relocation, new pedestrian improvements, and reconstruction of intersections to improve capacity, safety, and mobility on the only alternative route to U.S. 50/301 on the island.	2024-2034	$111,000,000	$5,598,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	0			4	3	0	0	3	3	5	5	0	29	59
Harford County	MD 24	Roadway / Interchange / Traffic Operations	Widening from 4 to 6 lanes; includes sidewalks and bicycle accommodations where appropriate	2035-2045	$98,000,000	$5,696,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	5			1	1	0	0	3	3	5	5	0	29	59
Anne Arundel County	U.S. 50	Roadway / Interchange / Traffic Operations	Portions of facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2), experience recurring congestion. SHA's improvements at the Severn River Bridge are complete; remainder of funding should be used to address remainder of corridor.	2035-2045	$330,000,000	$6,026,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	0	5			4	3	0	0	3	1	5	5	0	29	59
Howard County	MD 175 / MD 108 Interchange	Roadway / Interchange / Traffic Operations	MD 175 @ MD 108-new partial grade separation to allow increased capacity and traffic flow to MD 175 and provide direct access to Gateway Dr and Columbia Gateway employment center.	2024-2034	$96,000,000	$6,122,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	No	5	3	5			1	1	0	0	0	3	5	5	0	28	58
MTA	Penn-Camden Connector	Transit	Provide access to Riverside Yard from Penn Line for locomotive repair and maintenance	2024-2034	$62,000,000	$6,184,000,000	No MDOT Financial Support	High Priority - 30 Points	No				0		0	0	5	5	3	5	0	5	5	28	58
Baltimore County	MD 140 - Painters Mill Road	Roadway / Interchange / Traffic Operations	Intersection improvements, additional left turn lane, and parallel access roads.	2024-2034	$45,000,000	$6,229,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	0	3			1	1	0	0	5	3	5	5	0	26	56
Harford County	MD 22	Roadway / Interchange / Traffic Operations	Widening of existing 2- and 3-lane sections to 4 and 5 lanes; include an HOV lane from Old Post Road to APG gate, bicycle and pedestrian access, and transit queue jump lanes transit priority system where applicable.	2024-2034	$158,000,000	$6,387,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	3	5			4	3	0	0	0	3	5	0	0	26	56
Howard County	U.S. 1 Revitalization Projects	Roadway / Interchange / Traffic Operations	U.S. 1 - MD 175 to Whiskey Bottom Road: widening, ped, bike, transit, streetscape and access improvements consistent with U.S. 1 Design Manual (to the extent possible); developer participation with SHA coordination and SHA/County MOU for U.S. 1 revitalization cross section. Breakout project.	2035-2045	$145,000,000	$6,532,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	No	3	5	5			7	3	0	0	0	3	5	5	0	36	56
Howard County	Bus Rapid Transit to BWI	Transit	New bus rapid transit service: Dorsey MARC station to Arundel Mills to BWI consolidated rental car facility to BWI light rail station	2035-2045	$449,000,000	$6,981,000,000	No MDOT Financial Support	Medium Priority - 20 Points	Yes				10		0	0	5	5	5	5	0	5	0	35	55
Queen Anne's County	MD 8 Widening, Interchange and Service Roads	Roadway / Interchange / Traffic Operations	Widen route 8, convert MD 8 overpass to a divergent diamond, and add the Thompson Creek and Cox Creek service roads to improve traffic flow, add capacity and allow for alternative routes to services and residential areas. Provide for bike and pedestrian improvements along existing and new routes	2024-2034	$82,000,000	$7,063,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	3	0			1	2	0	0	3	3	5	5	0	25	55
Anne Arundel County	I-97	Roadway / Interchange / Traffic Operations	Add managed lanes (HOV lanes) to address capacity needs, investigate need for additional interchange access in Crownsville.	2035-2045	$391,000,000	$7,454,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	3	0	3			7	3	0	0	0	3	5	0	0	24	54
Anne Arundel County	MD 214	Roadway / Interchange / Traffic Operations	MD 214 includes travel lane extensions east of MD 2, bicycle improvements throughout most of the corridor and pedestrian improvements in segments. The intersections of MD 214 at Riva Road and MD 214 at Stepneys Lane are recommended to have a traffic signal warrant assessment conducted.	2035-2045	$112,000,000	$7,566,000,000	No MDOT Financial Support	High Priority - 30 Points	No	3	5	0			7	3	0	0	0	3	3	0	0	24	54
Harford County	MD 543	Roadway / Interchange / Traffic Operations	Widen from 2 to 4 lanes, including intersection upgrades at MD 136, turn lanes and bicycle and pedestrian access. Improvement includes capacity upgrades to the MD 543 @ I95 interchange. Improvement will fix the queuing problems on MD 543 through the intersection with MD 7.	2035-2045	$161,000,000	$7,727,000,000	No MDOT Financial Support	High Priority - 30 Points	Yes	1	3	5			4	3	0	0	0	3	5	0	0	24	54
Howard County	U.S. 1	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; construct typical section as defined in State/County MOU for U.S. 1 revitalization	2035-2045	$179,000,000	$7,906,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	Yes	3	3	5			7	3	0	0	0	3	5	5	0	34	54
Carroll County	MD 851	Roadway / Interchange / Traffic Operations	Infrastructure improvements and pavement rehabilitation; streetscaping	2024-2034	$15,000,000	$7,921,000,000	Demonstrated MDOT Financial Support – 10 points	Medium Priority - 20 Points	Yes	3	3	0			1	1	0	0	0	5	0	5	5	23	53
Baltimore County	Paper Mill Road Extension	Roadway / Interchange / Traffic Operations	Extend Paper Mill Road to intersection of York and Shawan Roads.	2024-2034	$22,000,000	$7,943,000,000	No MDOT Financial Support	High Priority - 30 Points	No	1	0	3			7	3	0	0	0	1	3	5	0	23	53
Howard County	Bus Rapid Transit - U.S. 1 Corridor	Transit	Bus Rapid Transit will emulate light rail operations at a lower cost, and is designed to link Howard County commuters from Dorsey MARC to Laurel MARC Station and Laurel and to College Park and Purple Line Light Rail.	2035-2045	$184,000,000	$8,127,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No				10		0	0	5	1	5	5		5	0	31	51
Harford County	MARC Service	Transit	Fill the Northeast Corridor Commuter Rail Gap by providing Commuter Rail Service to Delaware. In addition, provide additional service to Harford County, including reverse commute, late evening service, and weekend service	2024-2034	$21,000,000	$8,148,000,000	No MDOT Financial Support	Medium Priority - 20 Points	Yes				6		0	0	5	5	5	5		3	0	29	49
Anne Arundel County	MD 295	Roadway / Interchange / Traffic Operations	Widen from 4 to 6 lanes; includes a new interchange at Hanover Road and an extension of Hanover Road from the CSX railroad tracks to MD 170.	2035-2045	$331,000,000	$8,479,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	Yes	3	0	5			7	3	0	0	0	1	5	5	0	29	49
Howard County	MD 32	Roadway / Interchange / Traffic Operations	Proposed widening to minimum 3 lanes in each direction (Feasibility and Needs Study required); increased capacity at grade-separations; feasibility of future HOV and/or HOT lanes; improved freight operations and access to Regional Activity Centers.	2035-2045	$1,025,000,000	$9,504,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	No	3	3	5			4	3	0	0	0	3	5	0	0	26	46
Harford County	U.S. 40 / MD 22 Interchange	Roadway / Interchange / Traffic Operations	Capacity and safety improvements: interchange reconstruction (partial interchange allowing right turn movements only).	2035-2045	$35,000,000	$9,539,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No	3	3	5			1	1	0	0	0	3	5	5	0	26	46
Anne Arundel County	MD 713	Roadway / Interchange / Traffic Operations	Corridorwide road improvements that include reconstruction and widening, as well as intersection improvements and bike/ped accommodations. Primarily widening MD 713 from 2 to 4 lanes between MD 175 and Stoney Run Drive.	2035-2045	$60,000,000	$9,599,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	3	5			7	3	0	0	3	3	3	5	0	35	45

Maximize2045 - Candidate Project Scoring

Organization	Project Name	Project Type	Project Description	Op Yr Range - Financial	YOE Capital Cost	Cumulative YOE Capital Cost	MDOT Support	Project Priority	In Last LRTP	Safety	Complete Streets	Job-Activity Hubs - Roads	Job-Activity Hubs - Transit	Transit Station	2025 No-Build LOS	2045 No-Build LOS	Transit Options	Transit Ridership	Envir Effects	Emissions / GHG	Evacuation Route	PFA	Sustainable Community	Technical Score	Total Score
MTA	New MARC Storage and Maintenance Facility	Transit	Alternate location to store MARC Penn Line trains following the implementation of Amtrak's Penn Station Re-development plans which do not accommodate the current storage and maintenance at Penn Station	2035-2045	$62,000,000	$9,661,000,000	No MDOT Financial Support	High Priority - 30 Points	No						0	0	5	5		5	0	0	0	15	45
Howard County	Broken Land Parkway at Snowden River Parkway	Roadway / Interchange / Traffic Operations	Capacity, operational and safety improvements at this signalized intersection as well as access improvements to MD 32 ramps.	2024-2034	$23,000,000	$9,684,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	No	3	3	5			4	3	0	0	5	3	3	5	0	34	44
Anne Arundel County	MD 100	Roadway / Interchange / Traffic Operations	Widen roadway to accommodate additional traffic and possible inclusion of managed lanes	2035-2045	$271,000,000	$9,955,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	0	5			7	3	0	0	3	3	5	5	0	34	44
Carroll County	MD 31	Roadway / Interchange / Traffic Operations	Infrastructure improvements and pavement rehabilitation; streetscaping	2024-2034	$16,000,000	$9,971,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	Yes	3	3	0			1	2	0	0	0	5	5	5	0	24	44
Howard County	MD 100	Roadway / Interchange / Traffic Operations	Widen MD 100 from I-95 to Anne Arundel County to 6 lanes with auxiliary merge/diverge lanes.	2024-2034	$36,000,000	$10,007,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	No	1	0	5			4	2	0	0	0	1	5	5	0	23	43
Anne Arundel County	MD 32	Roadway / Interchange / Traffic Operations	Corridor serves a diverse traffic mix, including local traffic in Savage, Odenton, and Millersville areas, and commuter traffic destined for Ft. Meade, NSA job centers, as well as Annapolis. Widen to 8 lanes between I-95 and MD-295. Add additional HOV-2 lanes.	2035-2045	$480,000,000	$10,487,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	5	0	5			7	3	0	0	0	3	5	5	0	33	43
Harford County	Perryman East (Road A)	Roadway / Interchange / Traffic Operations	Construct new 2-lane road in Perryman to handle a bulk of the truck traffic accessing the distribution centers on the peninsula, including turn lanes and bicycle and pedestrian access	2024-2034	$50,000,000	$10,537,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	5			7	3	0	0	3	3	3	5	0	33	43
Harford County	MD 152	Roadway / Interchange / Traffic Operations	Capacity improvements, including turn lanes and bicycle and pedestrian access where applicable	2024-2034	$74,000,000	$10,611,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	3			7	3	0	0	3	5	5	0	0	32	42
Harford County	MD 24 at Singer Road Interchange	Roadway / Interchange / Traffic Operations	Elevate grade of cross street through movement as well as left turn movements from all directions while allowing MD 24 through and right turn movements as well as side street right turn movements to operate with free-flowing movements as described in the MD 924 Study.	2035-2045	$131,000,000	$10,742,000,000	No MDOT Financial Support	Medium Priority - 20 Points	No	3	0	1			1	1	0	0	3	3	5	5	0	22	42
Harford County	Thomas Run Road	Roadway / Interchange / Traffic Operations	Streetscape and capacity improvements, including center turn lane, sidewalks and bicycle accessibility, pedestrian-scale lighting with banners, crosswalks, street furniture, and trash receptacles	2035-2045	$16,000,000	$10,758,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	5	0			4	2	0	0	5	5	3	5	0	32	42
MTA	West Baltimore MARC Station Relocation	Transit	Relocate existing West Baltimore MARC Station farther south. This will be consistent with the construction of the new B&P Tunnel and much needed ADA accessibility improvements.	2035-2045	$91,000,000	$10,849,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				2		0	0	5	5	5	5	0	5	5	32	42
Anne Arundel County	U.S. 50 BRT	Transit	Bus Rapid Transit between New Carrollton MARC/Metro station and Parole along U.S. 50	2035-2045	$712,000,000	$11,561,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				10		0	0	5	3	5	5		3	0	31	41
Harford County	MD 24 (Rock Spring Road)	Roadway / Interchange / Traffic Operations	Add a travel lane in each direction, including turn lanes and completion of the shared-use path from Forest Valley Road to Red Pump Road adjacent to the roadway	2035-2045	$69,000,000	$11,630,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	3			7	3	0	0	0	3	3	5	0	30	40
Harford County	MD 24 at Wheel Road Interchange	Roadway / Interchange / Traffic Operations	Elevate grade of cross street through movement as well as left turn movements from all directions while allowing MD 24 through and right turn movements as well as side street right turn movements to operate with free-flowing movements as described in the MD 924 Study.	2035-2045	$160,000,000	$11,790,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	0	1			7	3	0	0	3	3	5	5	0	30	40
Harford County	Abingdon Road	Roadway / Interchange / Traffic Operations	Capacity improvements, including turn lanes, bicycle lanes and sidewalks	2035-2045	$69,000,000	$11,859,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	5	3			4	3	0	0	0	5	3	5	0	29	39
Howard County	MD 108	Roadway / Interchange / Traffic Operations	Implement improvements as articulated in 2014 Clarksville Pike Streetscape Plan and Design Guidelines / Traffic Study. Improvements will include selected road capacity enhancements, sidewalks, shared-use paths, and traffic signal upgrades.	2035-2045	$46,000,000	$11,905,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	5	0			7	3	0	0	3	3	0	5	0	29	39
Howard County	MD 32	Roadway / Interchange / Traffic Operations	Safety, capacity, operational, and access improvements on MD 32 north of I-70 consistent with MD SHA Feasibility Study, MD SHA Access Control Study, and Carroll County proposal for widening MD 32 north of this project's limits.	2035-2045	$69,000,000	$11,974,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	Yes	3	0	0			7	3	0	0	0	1	5	0	0	19	39
Harford County	U.S. 40	Roadway / Interchange / Traffic Operations	Widen from 4 lanes to 6 lanes, including turn lanes and bicycle and pedestrian access.	2035-2045	$67,000,000	$12,041,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes	3	3	5			1	3	0	0	0	3	5	5	0	28	38
Harford County	MTA Commuter Bus Service	Transit	Additional MTA Commuter Bus Service from Harford County to Downtown Baltimore, to Harbor East, and a reverse commute route from Baltimore that will serve Aberdeen Proving Ground. Project will also include installing shelters and extending the U.S. 40 Commuter service to connect with Harford Transit	2024-2034	$2,000,000	$12,043,000,000	No MDOT Financial Support	Low Priority - 10 Points	Yes				6		0	0	5	1	5	5		3	0	25	35
Harford County	MD 24 (Section G)	Roadway / Interchange / Traffic Operations	Resurfacing and reconstruction, including slope repair and guardrail replacement	2024-2034	$10,000,000	$12,053,000,000	Demonstrated MDOT Financial Support – 10 points	Low Priority - 10 Points	Yes	3	0	0			1	2	0	0	0	3	5	0	0	14	34
Harford County	Transit Signal Priority	Transit	Construct queue jump lanes along MD 22 and MD 924 and install equipment on the buses that syncs with traffic signals along these corridors	2024-2034	$4,000,000	$12,057,000,000	No MDOT Financial Support	Low Priority - 10 Points	No				6		0	0	1	0	0	5		5	0		27
Howard County	U.S. 29 Widening	Roadway / Interchange / Traffic Operations	Develop and construct consistent highway cross-section capable of accommodating U.S. 29 peak period traffic.	2035-2045	$684,000,000	$12,741,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	0	0			7	3	0	0	5	1	5	5	0		37
Harford County	Perryman West (Road B)	Roadway / Interchange / Traffic Operations	Construct new 2-lane road and bridge over Cranberry Run in Perryman, including turn lanes and bicycle and pedestrian access	2024-2034	$50,000,000	$12,791,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	1			7	3	0	0	0	3	3	5	0		36
Harford County	MD 715 Extended	Roadway / Interchange / Traffic Operations	Construct a new 4-lane road, including bicycle and pedestrian access	2024-2034	$127,000,000	$12,918,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	1	3	5			1	4	0	0	0	3	5	0	0		32
Harford County	U.S. 1	Roadway / Interchange / Traffic Operations	Add an additional travel lane in each direction, including turn lanes and bicycle and pedestrian access where applicable	2035-2045	$31,000,000	$13,131,000,000	No MDOT Financial Support	Low Priority - 10 Points	No	3	3	0			1	2	0	0	0	3	5	0	0		27