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MARYLAND DEPARTMENT OF TRANSPORTATION

FY 2025 – FY 2028

MARYLAND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Section 1:
Executive Summary and Project Information

Section 2:
Metropolitan Transportation Improvement Programs

Prepared by the Maryland Department of Transportation and the Metropolitan Planning Organizations of the Baltimore, Calvert-St. Mary's, Hagerstown, Salisbury, Washington and Wilmington Regions for approval by the Federal Highway Administration and the Federal Transit Administration.

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MARYLAND DEPARTMENT OF TRANSPORTATION

MISSION STATEMENT

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

FY 2025 – FY 2028 Maryland

Statewide Transportation Improvement Program

Section 1: Executive Summary and Project Information

1.0 Introduction

The Fiscal Year (FY) 2025 to 2028 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from Statewide, local, and regional plans. The STIP is guided by the 2050 Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains federally-funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.218, provisions of P.L. 117-58, Infrastructure Investment and Jobs Act (IIJA), and all relevant previous federal authorizations. Maryland's STIP is developed through a collaborative effort between MDOT's five transportation modal administrations (State Highway Administration, Maryland Transit Administration, Maryland Motor Vehicle Administration, Maryland Aviation Administration, Maryland Port Administration), the Maryland Transportation Authority (MDTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's six Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by Maryland State law requiring the Secretary of Transportation to visit with each county jurisdiction and the City of Baltimore to present the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP).

The STIP contains the first four years of highway and transit project information directly from the final FY 2024 – FY 2029 CTP. The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and it effectively fulfils the intent of Infrastructure Investment and Jobs Act (IIJA) legislation, as well as regulations established in previous authorizations. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program federal funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of State and federal dollars through the day-to-day budgeting process. These changes will be reflected in more timely amendments and modifications.

Maryland's FY 2025 – FY 2028 STIP contains two parts.

Section 1: Executive Summary and Project Information – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation. This section also contains Appendices that support the development of the STIP, references the MPO TIPs, and lists the rural non-MPO/Statewide projects and appropriate project groupings each fiscal year. This section demonstrates financial constraint by the revenues reasonably expected to be available through the STIP's funding period using year of expenditure dollars, and while not all available funding is

programmed; as project needs change, the program will change to reflect the best and most efficient use of State and federal dollars through the day-to-day budgeting process. These changes will be reflected in more timely amendments and administrative modifications.

Section 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the six MPOs TIPs without change as required by the Infrastructure Investment and Jobs Act (IJJA) of 2021, also known as the Bipartisan Infrastructure Law (BIL). Please reference the appropriate TIP for all urban area transit and highway surface transportation and regionally significant projects.

Details on MTA's rural non-MPO/Statewide area transit projects are located in Appendix H. Appendix I contains details for SHA's rural non-MPO/Statewide area highway projects.

The FY 2025 – FY 2028 STIP, all TIPs, and the FY 2024 – FY 2029 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's website for Regional Planning, mdot.maryland.gov/STIP, or on the on the MPO's websites:

- Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) FY 2025 – FY 2028 TIP
  https://www.baltometro.org/

- National Capital Region Transportation Planning Board (TPB) FY 2023 – FY 2026 TIP
  https://www.mwcog.org/tpb/

  Wilmington Area Planning Council (WILMAPCO) FY 2025 – FY 2028 TIP
  http://www.wilmapco.org/

- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) FY 2025 – FY 2028 TIP
  http://calvert-stmarysmpo.com/

- Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) FY 2025 – FY 2028 TIP
  https://hepmpo.com/

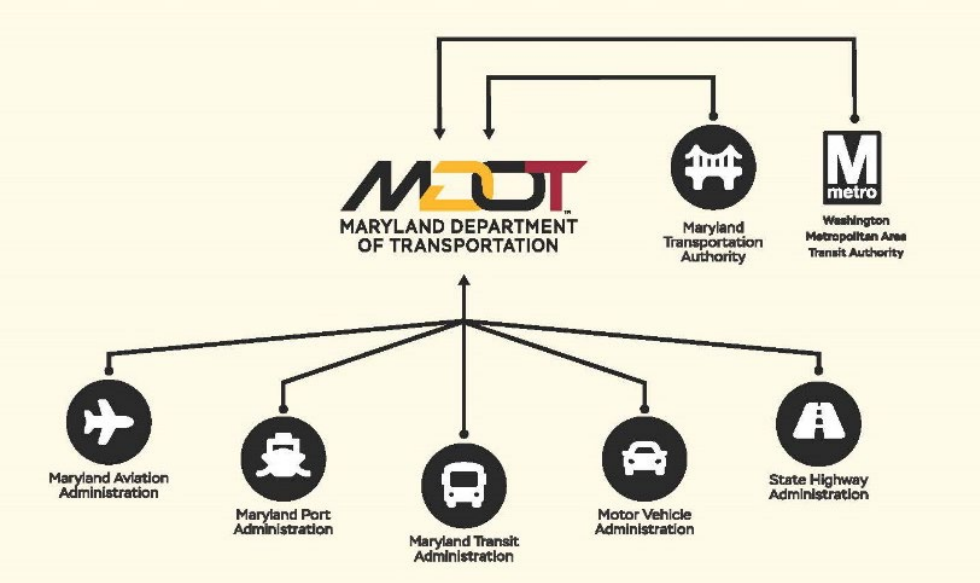
- Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) FY 2024 – FY 2027 TIP
  http://www.swmpo.org/

2.0 Overview of Transportation Planning Agencies

Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. MDOT has a unique ability to deliver an expansive and integrated multimodal transportation system that provides a superior experience to the people and businesses it serves. MDOT houses all of the State's transportation modal agencies in one organization, enabling an integrated approach to planning and investment that results in seamless connectivity between Maryland's highways, toll facilities, transit, airports, ports, and motor vehicle and driver services. This organization is one Department instead of six separate entities; one Department with more than 10,000 employees working together towards the mission of ensuring that MDOT "provides safe, reliable, accessible, equitable, and sustainable transportation options to Marylanders across the State.

The MDOT Secretary serves as Chairman of the Maryland Transportation Authority (MDTA), which owns, operates and maintains the State's eight toll facilities. The Secretary is also the Chairman of the Port Commission and the Airport Commission. While the Washington Metropolitan Area Transit Authority (WMATA) is not part of MDOT, the Secretary serves as a Member of the WMATA Board and MDOT contributes funds to WMATA, the Governor appoints two Maryland WMATA Board members, and MDOT staff work closely with those appointees and the other Board members to ensure efficient and effective transit services in the metropolitan Washington region.

The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five Transportation modal administrations: the Maryland Aviation Administration (MAA), the Maryland Port Administration (MPA), the Maryland Transit Administration (MTA), the Motor Vehicle Administration (MVA), and the Maryland State Highway Administration (SHA), and the Maryland Transportation Authority (MDTA).

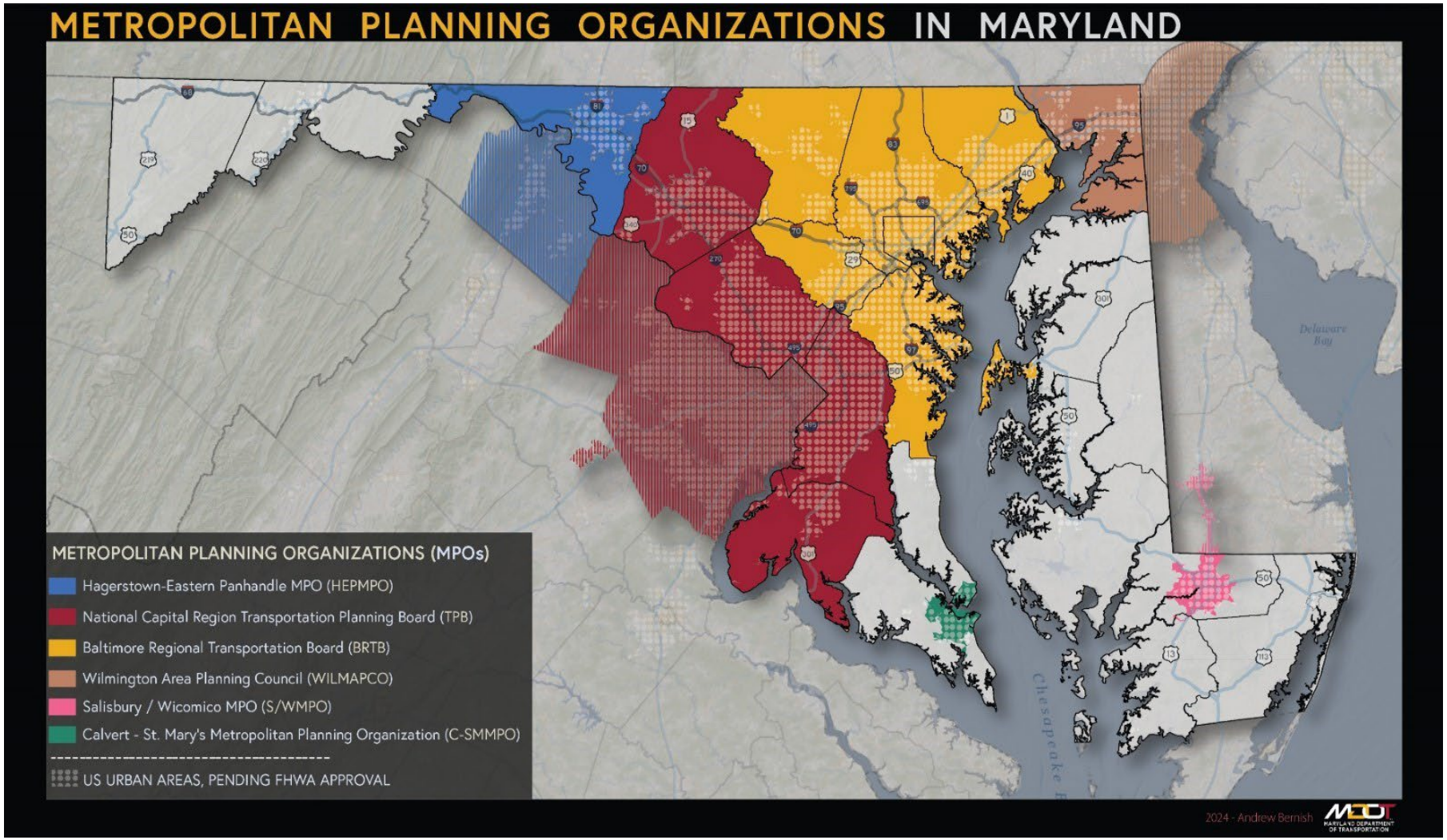


Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of MPOs. MPOs are responsible for planning, programming, and coordinating Federal highway and transit investments. The MPO decision-makers include local elected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

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

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs.

Figure 2.1 Maryland's Metropolitan Boundaries



3.0 Key Transportation Planning Documents

State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *Maryland Transportation Plan (MTP),* the Maryland long-range transportation plan (currently called the Playbook), the *Consolidated Transportation Program (CTP),* the six-year capital budget, and the *Annual Attainment Report on Transportation System Performance (AR)*. All of these reports can be found on the MDOT Programming website: www.ctp.maryland.gov.

The 2050 Maryland Transportation Plan (MTP) Playbook

MDOT works to deliver safe, sustainable, intelligent, exceptional and inclusive transportation solutions across Maryland. The 2050 Maryland Transportation Plan (MTP), called the "Playbook" (mdot.maryland.gov/MTP), was published in January 2024. The Playbook is a guiding document that sets the 20-year, long-range vision for the State's transportation system and guides transportation policies and investment strategies for all modes of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. MDOT measures transportation system performance against these goals and objectives in the annual Attainment Report (mdot.maryland.gov/AR). See MDOT's web site for more information about the Playbook (mdot.maryland.gov/MTP).

As prescribed by both State and federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

The Playbook has four goals outlining how the State of Maryland will move goods and services and connect people to the places where they live, work and play. The Playbook clearly outlines Maryland's vision to provide safe, reliable, accessible, equitable, and sustainable transportation options to Marylanders across the State. Further, the Playbook will advance the **Governor's State Plan and priorities** (governor.maryland.gov/priorities), leaving no one behind.

MDOT's Vision and Mission:

The 2050 Maryland Transportation Plan (MTP), the "Playbook," will improve how MDOT moves goods and services and connect people to the places where they live, work and play. The Playbook clearly outlines ***MDOT's vision*** to provide safe, reliable, accessible, equitable, and sustainable transportation options to Marylanders across the State. Everyone has a part to play in planning, delivering, and operating Maryland's multimodal transportation system.

MARYLAND DEPARTMENT OF TRANSPORTATION

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

Goals

- **Enhance Safety and Security**
- **Deliver System Quality**
- **Serve Communities and Support the Economy**
- **Promote Environmental Stewardship**

Descriptions of the four goals and five guiding principles are included below.

The goals show, at the highest level, what MDOT plans to do, and how the transportation system will serve Maryland. Each goal has associated actionable objectives and strategies MDOT will implement to achieve those goals.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF).

Figure 3.1 illustrates the TTF funding sources (also found on page 12 of the Final FY 2024 – FY 2029 CTP). Projects from all MDOT modal administrations and MDTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary differences between the CTP and the STIP is that the STIP is only the four of the 6 years, it includes details on Federal Funds being used on projects, and primarily focusses on Federal Highway and Federal Transit funding. For the urban areas of the State, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

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, rental vehicle sales tax, and operating revenues. Operating revenues include transit fares and usage fees generated at the Port of Baltimore, BWI Marshall Airport, and Martin State Airport.

In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, Grant Anticipation Revenue Vehicle (GARVEE) bonds, airport revenue bonds, airport passenger facility charge revenues, airport rental car customer facility charge revenues, and local contributions.

In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is $41.3 billion over the six-year period (Source: Final FY 2024 – FY 2029 CTP). MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants. Funding programmed in the current six-year program are shown in the Where the Money Comes From pie chart (Figure 3.1).

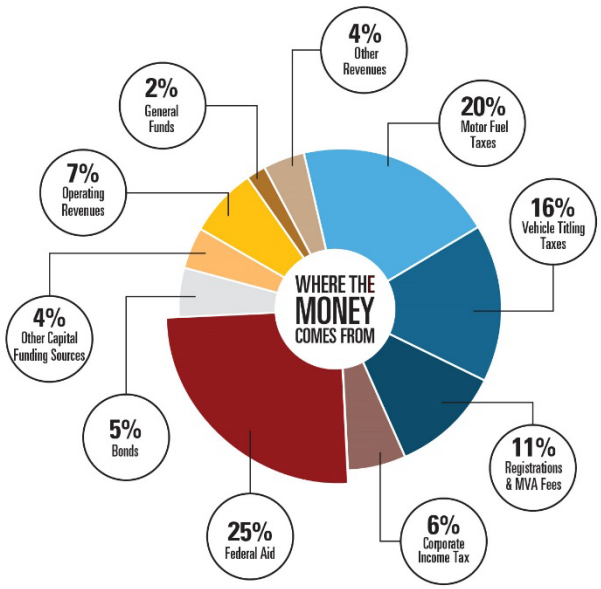
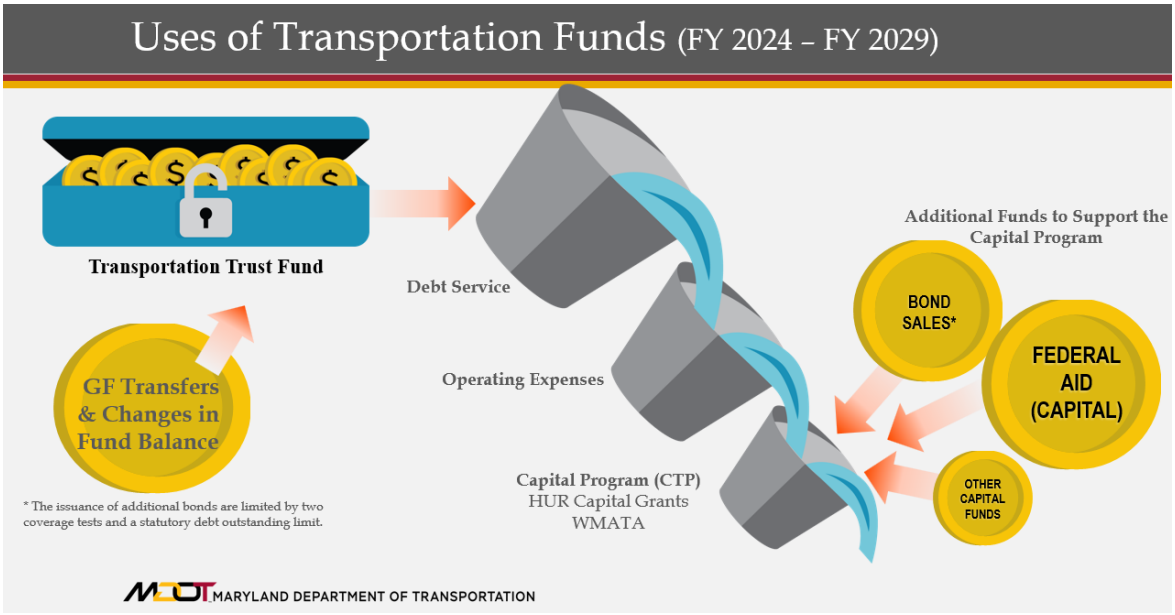


Figure 3.1 Transportation Trust Fund Sources, FY 2024 – FY 2029 CTP

Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals $20.2 billion, including $2.2 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with $9.3 billion from the Transportation Trust Fund, $8.3 billion from federal aid, and $2.5 billion from other capital funding sources (Source: Final FY 2024 – FY 2029 CTP).



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

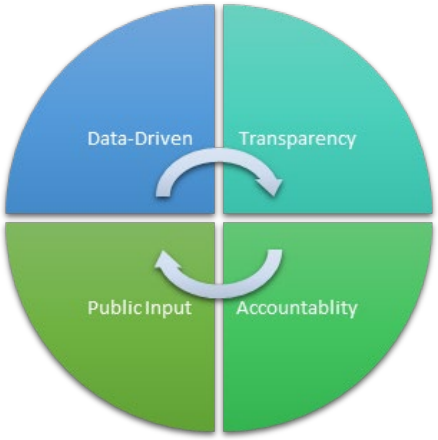
In 2016, the Maryland General Assembly passed a bill that mandates MDOT "shall, in accordance with federal transportation requirements, develop a project– based scoring system for major transportation projects using the goals and measures established under [Transportation Article 2-103.7(c)]" being considered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

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

Over the last year, MDOT has been working to update the previous Chapter 30 model and develop a new project prioritization effort for surface transportation projects. This recommendation came from MDOT Secretary Wiedefeld and the Maryland Commission on Transportation Revenue and Infrastructure Needs (the TRAIN Commission), which was established by Chapter 455, Acts of 2023, to review, evaluate, and make recommendations on the prioritization and funding of transportation projects. Through the recommendations by the TRAIN Commission, consultation with the modes and MDOT leadership, MDOT has drafted a new prioritization process that upholds Governor Moore's vision to deliver a data-driven, performance-based project prioritization process that maximizes the transportation value to Maryland.

The new prioritization process reflects MDOT's commitment to the following:

- **DATA-DRIVEN DECISION-MAKING:** Evaluate potential capacity projects using data-driven objective analysis to create a ranking of all potential new projects
- **TRANSPARENCY & ACCOUNTABILITY:** Be accessible, transparent, and accountable
- **ALIGN WITH GOALS & VALUES:** Make certain that new projects do the most they can to advance State's values and the goals set in the Maryland Transportation Plan
- **PUBLIC ENGAGEMENT:** Enable continuous public feedback and input to ensure the project prioritization objectives remain current and impactful



By integrating robust data with community input, MDOT aims to select projects that achieve meaningful and measurable outcomes for Marylanders while remaining adaptable to evolving needs. More information can be found at: www.mdot.maryland.gov/Prioritization.

The final component of the SRT is the *Annual Attainment Report on Transportation System Performance* (AR). During the 2000 General Assembly session, the Legislature passed a law requiring MDOT to submit the AR to accompany the MTP and CTP. The purpose of the AR is to demonstrate progress towards achieving the goals and objectives of the MTP and the delivery of the CTP. The AR tracks performance measures for MDOT, touching all of the MDOT modal administrations and MDTA and sets both long- and short-term performance targets.

MDOT is a performance driven organization, assessing transportation system performance through data before making decisions to plan and invest. The performance measures presented in the AR are intended to help MDOT and Maryland's citizens better understand and assess the relationship between investments in transportation programs and projects with the services and quality they provide. The AR tracks MDOT's progress each year towards attaining the goals and objectives of the MTP based on outcome-oriented performance measures. More information can be found at: mdot.maryland.gov/AR.

Highway Needs Inventory

Mandated by Annotated Code of Maryland §8-610, the Highway Needs Inventory (HNI) is an MDOT SHA planning reference document that identifies transportation needs to serve existing and projected populations and economic activity in Maryland as well as safety and structural concerns that warrant major construction or reconstruction. Triennially, MDOT SHA Regional and Intermodal Planning, in coordination with local jurisdictions, MDOT SHA districts, MDOT SHA Data Services, MDOT SHA Project Management, the MDOT SHA Office of Traffic and Safety, and the MDOT SHA Office of Real Estate, identifies transportation needs to include in the HNI. The needs identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans.

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

Metropolitan Planning Organization Transportation Plans and Programs

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

LRTPs and TIPs cannot lead to further degradation of the region's air quality. To ensure that air quality standards are met and maintained, the United States Environmental Protection Agency (US EPA) has outlined regulations from the Clean Air Act (CAA) that require MPOs and state DOTs to provide state air agencies, local air quality agencies, and transportation agencies the opportunity for consultation regarding the development of the State Implementation Plan (SIP), the TIP, and associated conformity determinations for areas experiencing air quality problems. This is determined through the transportation conformity process. MDOT maintains proactive relationships between the Maryland Department of the Environment (MDE) and the agencies responsible for conformity ensuring a successful conformity process.

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

The Cumberland Area Metropolitan Planning Organization (CAMPO) population in the 2020 U.S. Census fell below the 50,000-threshold necessitating a Metropolitan Planning Organization (MPO). In compliance with the USDOT urban transportation planning guidelines, MDOT worked with the local elected officials in Cumberland, MD and the Allegany County planning staff to de-designate the CAMPO. The Allegany County Commissioners approved a Resolution at their October 5, 2023 meeting, disbanding the MPO effective June 30, 2024. The letter signed by Governor Wes Moore was sent to the USDOT on November 11, 2024.

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

WES MOORE
GOVERNOR

November 4, 2024

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590

Dear Secretary Buttigieg:

By copy of this letter, I hereby disband the Cumberland Area Metropolitan Planning Organization (CAMPO) in Maryland. The CAMPO population in the 2020 United States Census fell below the 50,000-threshold necessitating a Metropolitan Planning Organization (MPO). The Urbanized population for Cumberland fell by 5,603 to 46,296. This continues a downward trend from Census to Census, and the expectation is that the trend will continue to the 2030 Census. In compliance with the United States Department of Transportation's (USDOT) urban transportation planning guidelines, the Maryland Department of Transportation (MDOT) has worked with the local elected officials and county planning staff to de-designate the CAMPO.

The 1980 United States Census created the Census-defined urbanized area, which led to the formation of CAMPO as the MPO. The CAMPO was first established on May 17, 1982, and re-designated on December 13, 2012. The attached Resolution No. 23-29 of the October 5, 2023, Allegany County Commissioners Meeting shows the intent of the county to disband the MPO effective June 30, 2024, and the attached letter signed by the Mayor of the City of Cumberland, Raymond Morriss, shows the largest incorporated city's support for the action.

This letter serves as the formal de-designation of the CAMPO. If you have any questions or require additional information, please do not hesitate to contact Mr. Geoff Anderson, MDOT Chief of the Office of Planning, Programming, and Project Delivery (OPPPD) at 410-865-1275, toll-free at 1-888-713-1414, or at ganderson4@mdot.maryland.gov. Of course, you may always contact me directly.

Sincerely,

Wes Moore
Governor
Attachments
cc: Mr. Geoff Anderson, Chief, OPPPD, MDOT
Ms. Samantha Biddle, Deputy Secretary, MDOT
Mr. Paul J. Wiedefeld, Secretary, MDOT

STATE HOUSE, ANNAPOLIS, MARYLAND 21401
(410) 974-3901 1-800-811-8336
TTY USERS CALL VIA MD RELAY

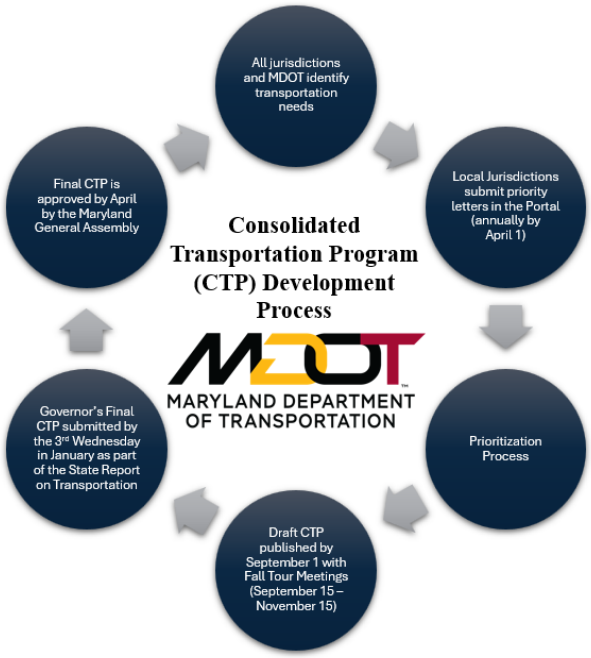
4.0 Maryland's Statewide Transportation Improvement Program (STIP) Development

Process Overview

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

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

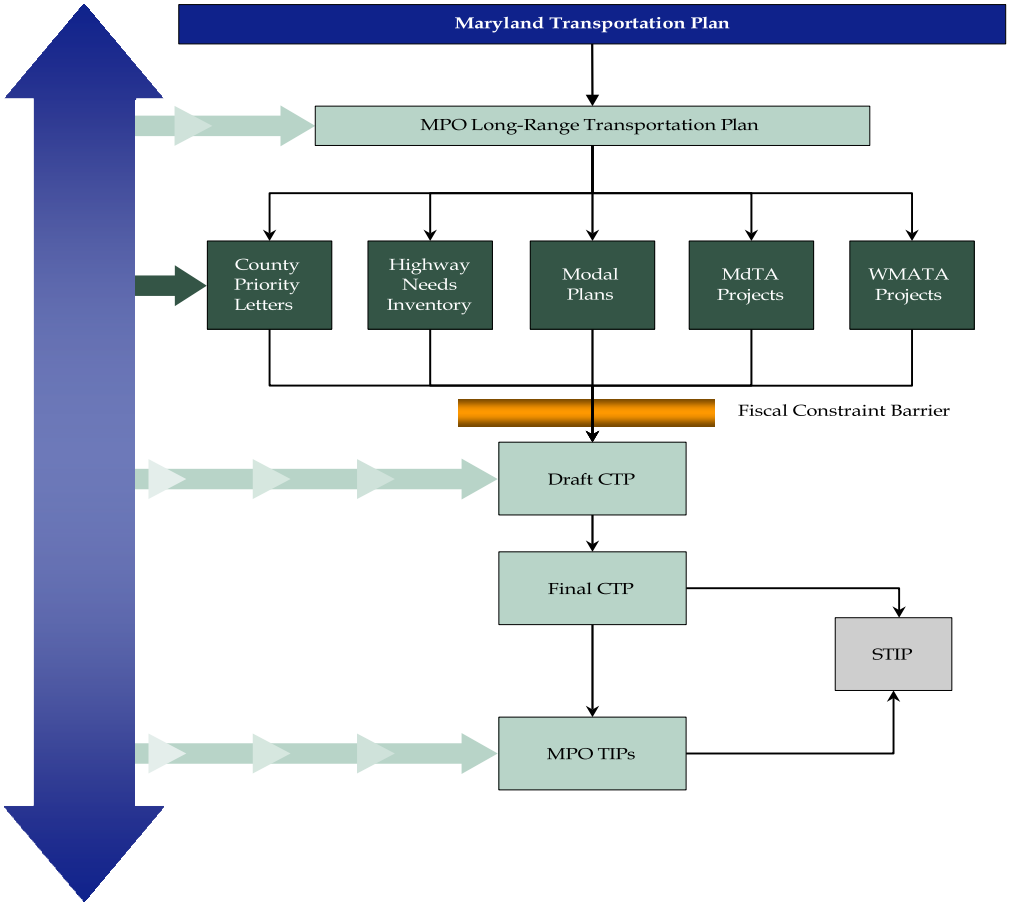
In other words, the Priority Letter represents each county's own internal ranking of projects deemed most important based on local need and local input. This is an effective way for counties to convey to MDOT the need for specific transportation projects and investments. Priority Letters involve requests for a wide variety of project funding – from transit improvements, highway reconstruction, and sidewalk construction to bridge improvements, bike path development, and highway safety projects.



In some cases, counties reserve portions of their own funds in order to accelerate project implementation, conduct feasibility and planning studies, ensure that projects are kept on-track, and provide a funding match as required for certain types of projects. The modal share (highway, transit, etc.) of the projects listed in Priority Letters ranges from county to county. In more heavily populated and densely developed counties, there is a stronger focus on public transportation and improving access to public transportation from roadway networks. Counties with smaller populations and lower densities tend to focus on highway and arterial improvements, although most counties request some element of transit funding.

MDOT has been working to update the priority letter guidance as well as create an online form with a common deadline in order to facilitate the submission of county priorities. It will clarify priorities by category and allow the State to better review all of the priorities throughout the State when developing the Draft CTP. More information can be found online at: https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=84.

Figure 4.1 STIP Development Process



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

Once the official draft CTP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Transportation modal agencies' Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP. In preparation for the Tour, MDOT conducts staff level meetings with each of the Counties and Baltimore City, called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2023 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP. Once the final CTP is approved by the legislature all projects are updated into the six MPO TIPs and the STIP.

Table 4.2 FY 2024 – FY 2029 CTP - 2023 Fall Tour Annual Consultation Meetings

MARYLAND DEPARTMENT OF TRANSPORTATION

2023 SCHEDULE
ANNUAL CONSULTATION MEETING
www.ctp.maryland.gov

Day	Date	County	Time	Location
T	9/19/23	Worcester	10:00 AM	County Government Center, One West Market Street, Room 1101, Snow Hill, MD 21863 **Watch** the meeting at worcestercountymd.swagit.com/live.
		Wicomico	7:00 PM	Wicomico County Youth & Civic Center, 500 Glen Avenue, Salisbury, MD 21804 **Watch** the meeting at https://www.pac14.org/
T	10/03/23	Caroline	10:00 AM	Health and Public Services Building, 403 South 7th Street, Room 111, Denton, MD 21629 **Watch** the meeting at https://www.carolinemd.org/667/Live-Meetings
		Somerset	2:00 PM	County Office Complex, Commissioners Meeting Room, 11916 Somerset Avenue, Princess Anne, MD 21853 **Listen** to the meeting at Listen Live link: Live meeting link for Somerset County Roads Board Mtg 10-3-23
		Dorchester	6:00 PM	County Office Building, Room 110, 501 Court Lane, Cambridge, MD 21613 **Watch** the meeting at www.townhallstreams.com
TH	10/05/23	Washington	10:00 AM	Washington County Public Safety Training Center, 18350 Public Safety Place Hagerstown, MD 21740 **Watch** the meeting at https://www.facebook.com/WashingtonCountyMD/
		Allegany	2:00 PM	County Office Complex, 701 Kelly Road, Suite 100, Cumberland, MD 21502 **Join** the meeting at https://meet.google.com/ofk-ngrj-ftz or **dial** into the meeting at 516-778-5349 PIN: 621 486 914#
F	10/06/23	Garrett	10:00 AM	Garrett County Courthouse, 203 South Fourth Street, Room 209, Oakland, MD 21550 **Watch** the meeting at www.facebook.com/garrettcountygovernment/
T	10/10/23	Prince George's	1:30 PM	Wayne K. Curry Administration Bldg., 1st Floor Council Hearing Room, 1301 McCormick Drive, Largo, MD 20774 **Watch** the meeting at https://pgccouncil.us/303/County-Council-Video (select the "In Progress" link)
T	10/17/23	St. Mary's	10:00 AM	Commissioners Meeting Room, Chesapeake Building, 41770 Baldridge Street, Leonardtown, MD 20650 **Watch** the meeting at www.youtube.com/user/StMarysCoMDGov
		Charles	2:00 PM	Charles County Government Building, 200 Baltimore Street, LaPlata, MD 20646 **Watch** the meeting on Comcast 95 (SD) and 1070 (HD), Verizon FIOS 10, Roku or Apple TV streaming devices for Charles County Government, or www.CharlesCountyMD.gov, or **listen** to the meeting at 301-645-0500.
M	10/23/23	Baltimore COUNTY	10:00 AM	Towson University, University Union Ballroom, 3rd Floor of University Union Building, 281 University Avenue, Towson, MD 21204 (parking in Union Garage University Union Directions & Parking | Towson University -- map apps will guide – no street address) **Watch** the meeting at https://baltimorecountymd.webex.com/baltimorecountymd/j.php?MTID=mccaab9a30408a27dddce5e6b474275b8 Meeting access code: 2302 849 0233, Password: 5WYhC4w8AcP Or **listen** at +1-415-655-0001 (US Toll), Meeting access code: 2302 849 0233
		Baltimore CITY	3:30 PM	City Hall, Curran Room, 4th Floor, 100 Holliday Street, Baltimore, MD 21202; MAY BE RECORDED

** Highlights reference changes throughout the Tour meetings*

MARYLAND DEPARTMENT OF TRANSPORTATION

2023 SCHEDULE
ANNUAL CONSULTATION MEETING
www.ctp.maryland.gov

T	10/24/23	Kent	10:00 AM	County Commissioners Hearing Room, 400 High Street, Chestertown, MD 21620 **Listen** to the meeting at 872-239-8359, Meeting ID 757 864 133#
		Queen Anne's	3:00 PM	County Commissioners Office, The Liberty Building, 107 N. Liberty Street, Centreville, MD 21617 **Watch** the meeting at https://qactv.com/broadcasting-now/
M	10/30/23	Howard	6:00 PM	Banneker Conference Room, George Howard Building, 3430 Court House Drive, Ellicott City, MD 21043 **Watch** the meeting at https://cc.howardcountymd.gov/watch-us
T	10/31/23	Cecil	10:00 AM	Cecil County Administrative Building, 200 Chesapeake Boulevard, Elkton, MD 21921 **Watch** the meeting on Zoom at https://zoom.us/j/99224685524?pwd=V2dsUlFpWnpWS3llN0lRZWdUcm1jZz09, Passcode: 404778
W	11/01/23	Harford	10:00 AM	Harford County Council Chambers, 212 S. Bond Street, Bel Air, MD 21014; **Watch** meeting at https://teams.microsoft.com/l/meetup-join/19%3ameeting_Y2EzMzdjZWEtOTQ1YS00OTA5LTk4MWYtN2QyMzI0NjY1ZmFk%40thread.v2/0?context=%7B%22Tid%22%3A%224235188d-8228-4164-a04d-76ccc8339f8f%22%2C%22Oid%22%3A%2275a012e3-db20-434c-ba9c-a2cce31fa2de%22%2C%22IsBroadcastMeeting%22%3Atrue%2C%22role%22%3A%22a%22%7D&btype=a&role=a
TH	11/02/23	Carroll	2:00 PM	Carroll County Government Office Building, 225 N. Center Street, Westminster, MD 21157 **Watch** the meeting at https://youtube.com/live/sqmFakaoHB0?feature=share
		Frederick	7:00 PM	Winchester Hall, 1st Floor Hearing Room, 12 East Church Street, Frederick, MD 21701 **Watch** the meeting on www.frederickcountymd.gov/FCGtv
T	11/7/23	Talbot	3:00 PM	Talbot County Free Library – Easton Branch, 100 West Dover Street, Easton, MD 21601 **Watch** the meeting on Zoom https://us06web.zoom.us/j/85498915093?pwd=bTZCRERXWSsremN2ZXVuNHVXSXYvUT09 Meeting ID 854 9891 5093, Passcode: 254851
W	11/8/23	Montgomery	7:00 PM	**Date Rescheduled from 10/26/23** - Stella Werner Council Office Building, 3rd Floor Hearing Room, 100 Maryland Avenue, Rockville, MD 20850 **Watch** the meeting at www.youtube.com/channel/UCbZz9T0h3xWo2ZWaEveO-9g?view_as=subscriber
T	11/14/23	Calvert	10:00 AM	Circuit Courthouse, 2nd Floor Commissioners Hearing Room, 175 Main Street, Prince Frederick, MD 20678 **Watch** the meeting at www.calvertcountymd.gov/1501/Meetings-On-Demand, or **listen** at 888-475-4499 or 877-853-5257, Meeting ID 899 4188 8251, Passcode is #
		Anne Arundel	2:00 PM	Arundel Center, 1st Floor Council Chambers, 44 Calvert Street, Annapolis, MD 21401 (use Calvert Street entrance; ID required) **Watch** the meeting on Anne Arundel TV Live at https://www.aacounty.org/services-and-programs/government-television or on local cable channels 98 for Comcast or Broadstripe, 38 for Verizon, 998 for HD Comcast, 1962 for HD Verizon, or 498 for HD Broadstripe

** Highlights reference changes throughout the Tour meetings*

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland – a Statewide advocate of public, private, and non-profit transit agencies.

Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination. The Maryland Non- Metropolitan Consultation Process can be found here: https://www.mdot.maryland.gov/OPCP/MDOT_2021_Non-Metropolitan_Area_Consultative_Process_WEB.pdf.

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

To further make the transportation planning process accessible to the public, MDOT makes the Maryland Transportation Plan, the CTP, and the STIP available online for the public's information and use at http://www.mdot.maryland.gov/Planning. All MPOs also post their TIP online with other appropriate reports, studies, surveys, press releases, and pamphlets, and those can be found in Section 2.0 at the end of this document.

If there are technical corrections, administrative modifications, or amendments to projects located in an LRTP, TIP, or STIP, there is a memorandum of understanding (MOU), sighed by FHWA, FTA, and MDOT that lists the procedures required for both MDOT and locally sponsored project changes. That MOU and the link where STIP amendments and administrative modifications are posted and tracked can be found here –

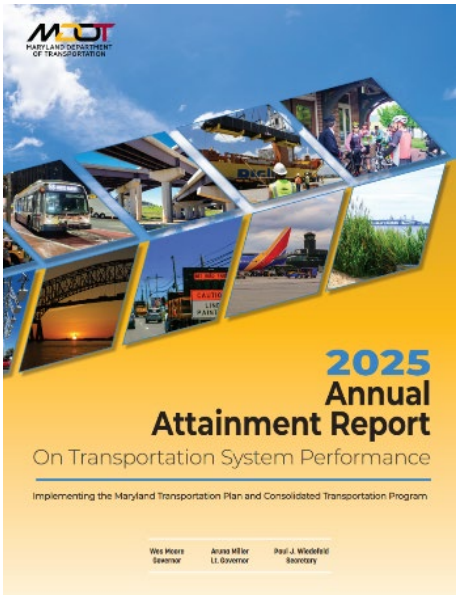
- MOU:https://www.mdot.maryland.gov/OPCP/STIP_Revised_Amendment_Procedures_2014.pdf.

- STIP Amendments & Administrative Modifications
  https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=192

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

MDOT Planning Factors and Coordination

Performance Driven



MDOT is a performance driven organization, assessing transportation system performance through data before making decisions to plan and invest. This is done through the Annual Attainment Report on Transportation System Performance (AR), the annual Managing for Results (MFR) and federal baseline performance measures.

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP; and
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on the updated 2050 MTP Goals and Objectives (please visit http://www.mdot.maryland.gov/ARAC). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Through this year's engagement with the AR Advisory Committee, the AR incorporates new and re-focused performance measures consistent with the Moore-Miller Administration's commitment to Leave No One Behind. As highlighted in the 2050 MTP, MDOT will be making long-term commitments to Vision Zero, pursuing zero-emission vehicle conversion, evaluating investments in underserved communities, and driving per capita reductions in vehicle-miles traveled.

To maintain the highest standards that MDOT's customers expect, MDOT must understand where it is succeeding and where extra effort is needed toward achieving critical policy goals. The AR provides the performance measure information needed to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on the State's multi-modal transportation system. The AR demonstrates the success of those investments and where improvements can continue to be made to ensure that taxpayer dollars are having the greatest impact in improving the lives of Marylanders.

Through coordination with MPOs and adjacent state DOTs, MDOT initiated baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures. These system performance measures are described in the System Performance Report included with the 2050 MTP. MDOT will continue to work with USDOT, the regional MPOs and other stakeholders to demonstrate the effectiveness of MDOT's programs. Please see "Appendix J – National and State Performance Management Goals" for the full listing Performance Based Planning and

Programming (PBPP) targets, goals, and implementation at SHA and MTA.

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

System Preservation

MDOT is committed to delivering a high quality, reliable and integrated multimodal transportation system. To implement this, MDOT has been working strategically to address more system preservation needs, ensuring Maryland's multimodal transportation system is safe, reliable and convenient. In 2023 and 2024, MDOT won several Maryland Quality Initiative (MdQI) awards, including the Nice/Middleton Bridge Replacement Project and the Bay Bridge Automated Lane Closure System.

Keeping Maryland's transportation system in a state of good repair is essential. Maintaining Maryland's diverse infrastructure in a state of good repair requires ongoing investment in inspection and preventive maintenance programs to keep our transportation systems operating reliably and efficiently. MDOT gathers and analyzes extensive data to make informed decisions about the best interventions that maintain performance and minimize long-term lifecycle costs. MDOT uses asset data collection, monitoring, testing, and condition analysis technologies to identify appropriate maintenance strategies across our diverse portfolio of transportation assets. Our program includes ongoing analysis of factors such as age, condition, and risk as part of our annual Consolidated Transportation Program (CTP) program funding process, and we guide investments towards areas of greatest impact and potential risk. MDOT will work strategically to address more system preservation needs; to ensure transit is reliable, safe, and convenient; equitable, and to improve project delivery.

State of good repair investments are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. With a backlog of state of good repair needs, MDOT prioritizes key assets and structures first. MDOT commitment to improving its asset condition resulted in the FY 2024 – FY 2029 CTP investing $7.4 billion in system preservation.

Safety and Security

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

The Maryland Strategic Highway Safety Plan (SHSP) is a Statewide, coordinated, and strategic traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals,

objectives, and strategies within key emphasis areas. The 2021 – 2025 SHSP will be updated later this year to cover 2026-2030. The SHSP has incorporated the USDOT's Safe System philosophy as its underlying principle while also following the tenets of the Vision Zero initiative established by the Maryland General Assembly in 2019. With an aspirational goal of zero roadway fatalities by 2030, Vision Zero recognizes that even one fatality is too many. The SHSP interim annual targets through the life of the current SHSP are based on historical trends, providing realistic goals for the near future.

Six key safety emphasis areas have been identified, with action plans developed to improve safety and performance.

- Impaired driving
- Distracted driving
- Infrastructure
- Occupant protection
- Pedestrians and bicyclists
- Speed and aggressive driving

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

Environmental Stewardship and Planning Factors

Maryland's population continues to steadily grow, increasing over 1.5% from 6.08 million in 2020 to 6.18 million in 2023, according to the latest American Community Survey (ACS) 1-year estimate. By 2050, Maryland's population is expected to reach above seven million, over a 13% increase from 2023. The rise in population is likely to increase Vehicle Miles Traveled (VMT). Thus, Maryland is investing strategically in multimodal transportation projects to improve connectivity, reliability, safety and access to opportunities for the State's growing communities. Maryland's multimodal options are growing with the construction of the Purple Line, a 16-mile light rail corridor, the Red Line, a 14-mile east-west transit line and the Commuter Choice Maryland program, which promotes alternatives to driving.

Maryland's nationally significant multimodal network relies on highways, railroads, transit lines, airports, and ports. Maryland serves as a crossroad of freight activity for the entire Eastern Seaboard. The large regional rail network also supports passenger rail trips both within and out of Maryland on MARC, Amtrak and other transit systems. To increase the accessibility of the transit system and improve access to work, housing, and other activities, MDOT is investing in Transit Oriented Development (TOD). TOD will not only create better transportation choices, but also support environmental protection by promoting active transportation, reducing the demand of personal vehicles and bringing down greenhouse gas (GHG) emissions.

Greenhouse gas (GHG) emissions are not included in the sections of the Clean Air Act (CAA) governing the transportation planning and conformity processes; however, the State's commitments to reduce GHG emissions are guided by State legislation. The State's Greenhouse Gases Reduction Act (GGRA) was reauthorized in 2016 and established the greenhouse gas (GHG) reduction goal of 40 percent from 2006 levels by 2030 ("40 by 30").

Maryland's 2030 GGRA Plan, completed in 2021, addressed the suite of actions necessary to meet the 40 by 30 GHG reduction goal. Through the MDOT GGRA Plan (which is a component of the Maryland 2030 GGRA Plan), MDOT aligned its mission and transportation planning efforts to mitigate GHG emissions while investing in a resilient and sustainable transportation. Meeting the transportation sector emissions reduction challenges and opportunities requires innovative infrastructure design, investment in travel choice and travel efficiency, and adoption of fuel and vehicle technologies that consume less fossil fuel.

In 2022, the Maryland Climate Solutions Now Act (CSNA) was passed, committing Maryland to a nation-leading interim goal of a 60% reduction below 2006 carbon emissions by 2031, progressing to a requirement to reach net-zero emissions by 2045. At the end of 2023, MDOT released its Climate Pollution Reduction Plan (CPRP), which lays a framework for the department to support the State's achievement of its carbon reduction goals identified in the CSNA. In November of 2024, MDOT submitted the agencies first Climate Implementation Plan (CIP), in response to the June 2024 Executive Order by Governor Wes Moore. The CIP identifies specific strategies to advance the agencies CPRP and aligns efforts across a range of MDOT and State plans.

MDOT is using federal funding to advance carbon reduction projects that further progress on state and agency goals and priorities. MDOT launched the Climate Focused Funding Portal in 2024, which allows applicants to submit projects that reduce surface transportation emissions. Funding for these projects comes from the $55 million in funding Maryland is via the federal Carbon Reduction Program (CRP).

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

Furthermore, MDOT, along with the Maryland Department of the Environment (MDE), were awarded $130 million in Climate Pollution Reduction Grants in 2024 that will go towards infrastructure for zero-emission medium- and heavy-duty vehicles along the I-95 corridor in the State.

Coordinated Public Transit - Human Services Transportation Plan

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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the predecessor to MAP-21, required that projects funded through the Federal Transit Administration's (FTA) Section 5310 (Elderly Individuals and Individuals with

Disabilities), Section 5316 (Job Access and Reverse Commute – JARC), and Section 5317 (New Freedom) programs "must be derived from a locally developed, coordinated public transit-human services transportation plan." This requirement continues under MAP-21 and the FAST Act for projects funded through FTA's Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities). The goal of this provision is to improve transportation services for individuals with disabilities, older adults, and individuals with lower incomes while ensuring communities coordinate transportation resources across multiple federal programs.

The Maryland Transit Administration (MTA) led the development of the initial Statewide plan and five regional Coordinated Transportation Plans in October 2007. These plans were subsequently updated in 2010, 2015, and 2019, with all versions being adopted by appropriate local bodies. These planning efforts address not only Section 5310 but also the broad spectrum of services provided by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans assess the transportation needs of older adults, people with disabilities, and low-income workers, identify gaps in service, develop strategies to improve efficiency, and prioritize specific initiatives for implementation. Additionally, the plans outline potential organizations or structures that could support coordinated activities and the development of new coordinated services. The next update to these plans is scheduled for 2025.

In October 1997, the Governor established the State Coordinating Committee for Human Services Transportation (Executive Order 01.01.1997.06). The Committee was reconstituted in September 2006 and again in April 2010 (Executive Order 01.01.2006.09; Executive Order 01.01.2010.10). In October 2023, the General Assembly formally authorized the Committee through statute and renamed it the State Coordinating Committee for Health and Human Services Transportation (Chapters 331 & 332, Acts of 2023; Code Transportation Article, sec. 7-1109).

The Committee is responsible for assessing and planning for the transportation needs of older adults, individuals with disabilities, and those requiring affordable, accessible transportation to access employment, job training, and educational programs.

To ensure Maryland residents continue to have access to education, health care, employment, senior activities, and training, the Committee prepares a five-year plan for human services transportation. Additionally, the Committee coordinates efforts and resources among federal, State, and local agencies, serves as a clearinghouse for transportation-related issues, and evaluates the need for vehicle and driver standards. The Committee also participates in planning the allocation of human services transportation resources for emergency evacuations.

As part of its ongoing efforts to enhance transportation services, in 2024, a specialized working group was established to analyze current strategies and deliverables. This group is responsible for evaluating the effectiveness of existing initiatives and providing recommendations to improve coordination, efficiency, and service delivery. Their findings will help inform future planning efforts and ensure that Maryland's transportation programs continue to meet the evolving needs of residents.".

5.0 Linking the STIP to Federal Regulations and Transportation Authorizations

This section contains additional information about the development and content of Maryland's STIP to demonstrate compliance with federal requirements. The following information is organized according to 23 CFR § 450.218 subsections (a) – (m). While previous federal authorizations made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection as well as provisions to support and enhance these reforms.

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

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

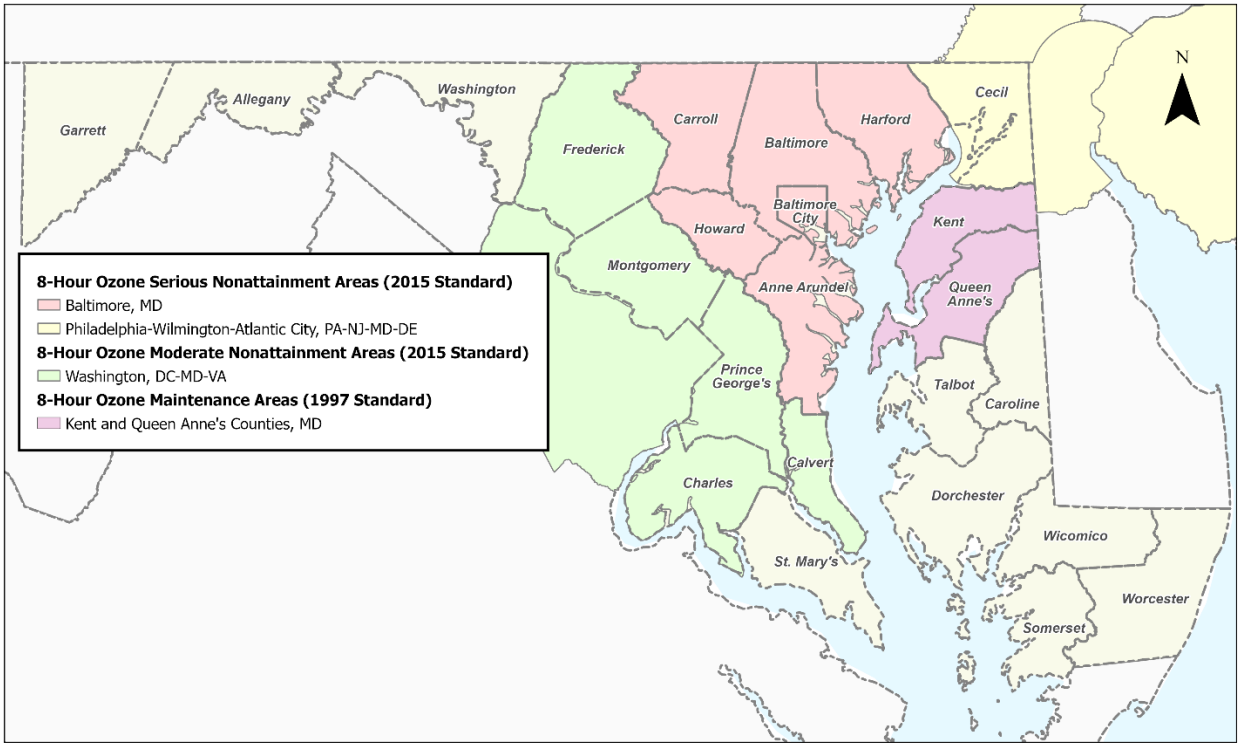
In addition, the MPOs must ensure that the projects included in the LRTP and TIP collectively contribute to air quality improvement goals for the region. This requirement is the federally regulated transportation conformity process that requires nonattainment and maintenance areas to demonstrate that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

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

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

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

Figure 5.1 Ozone Nonattainment and Maintenance Areas



Ozone

The current ozone NAAQS is the 70 parts per billion (ppb) 8-hour standard established in 2015. The US EPA designated three areas in Maryland in non-attainment. These areas are subject to transportation conformity. The Metropolitan Washington, DC, (DC-MD-VA) region was reclassified to "moderate" non-attainment in 2023, because it failed to demonstrate attainment by 2020. The region has been meeting the standard since 2021, and in 2025 a Redesignation Request and Maintenance Plan are being prepared to redesignate the region to attainment.

The Baltimore, MD region and Cecil County as part of the Philadelphia-Wilmington-Atlantic City (PA-NJ-MD- DE) region were classified as in "serious" non-attainment on July 30, 2024, which requires the areas to demonstrate attainment by August 2027.

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

PM2.5

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

In 2023, the EPA announced the reconsideration of the PM standards and made a final announcement in early 2024 stating that the primary annual standard for $PM_{2.5}$ will be lowered by 25% from 12 $\mu g/m^3$ (micrograms per cubic meter) to 9 $\mu g/m^3$. The PM reductions from Maryland regulations were so successful that Maryland is already meeting the more stringent standard.

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

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

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

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

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

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

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

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

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

(h) Regionally Significant Projects: The 2025 STIP includes all MDOT projects, including those projects of regional significance. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(i) Project / Phase Summary Reports: For each major project to be included in the CTP, MDOT either creates a summary Project Information Form (PIF), which is a summary of information for each project or submit the projects through the MPO TIP process. Important data is included on the PIFs and the TIP project sheets, such as a map illustrating the location and size of a project, an image illustrating the type of project, project justification, other non-Federal funding sources, and Smart Growth Status. The Chapter 725/Chapter 30 prioritization process also requires that for projects in the Construction Program, the appropriate State Goals from the State Transportation Plan (MTP) be identified. Each MPO TIP explains how to read the TIP project sheets. The Rural/Statewide federal funding sources and federal-aid phase descriptions can be found in Appendix F.

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

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2050 Maryland Transportation Plan (MTP)* provided policy guidance for the FY2025-FY2028 STIP development. The MTP in turn provides overall policy direction for Maryland's six MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: The financial documentation can be found in Appendix B & C and in the CTP Summary. This information was presented and distributed to the public during the 2023 Fall Tour. The section titled "Where the Money Comes From," found in the executive summary of the CTP details the various inputs to the TTF, which is Maryland's dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by federal aid, operating revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

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

The total projected State-sourced revenues, federal aid, and bond issuances amount to $36.7 billion for the six-year period covered by the FY 2024 – FY 2029 CTP to support MDOT's operating, capital, and debt payment expenses. In addition, 5 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their local transportation needs. The Department maintains a six-year Financial Plan that is updated semi-annually. User revenues are payments made by our customers for transportation infrastructure and services; and as such, their long-term growth follows the trend in State population.

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

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

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

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

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2025 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

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

- A STIP must be financially constrained by year and funding category.
- The STIP must clearly identify projects to be funded using current revenues and which projects are to be funded using proposed revenue sources.
- Proposed funding sources and strategies ensuring their availability shall be identified.
- Operation and maintenance funding must be programmed into the STIP.
- The State must have a process for estimating expected revenue from all funding sources over the time period of the STIP and furnish this information to MPOs for the development of their TIPs.

The 2025 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, State special, State general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. The "MDOT Capital & Operating Program Summary" includes Operating and Maintenance Costs, which are fully funded first before any funding is declared available for Capital projects. Lastly, all of the information contained in the MPO TIPs for the State projects comes directly from the CTP. Once the CTP is approved by the Maryland General Assembly and Governor, it becomes the budget established in the financial system.

State Highway Administration Details

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

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

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

Capital Project

A capital project included in the STIP generally is a project that ultimately results in the construction of an infrastructure asset or improves the infrastructure asset by extending its useful life. The CTP development process comply with Accounting Pronouncement GASB-34, which requires infrastructure and all capital assets be accounted for and depreciated based on the reasonable useful life of the asset. MDOT CTP Bonds are backed by these infrastructure assets. These bonds require that capital program bond funds be used exclusively for appropriate capital program spending as authorized by the approved CTP. Each capital project must support the specific SHA capital program fund category from which it is funded, such as Fund 77 (Resurfacing and Rehabilitation). Each capital program fund must be used exclusively for the purposes approved by the Secretary and the Legislature.

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

Form 42 and Form 30 – Project/Contract Approval Process
The SHA capital project approval process is facilitated through the use of MDOT SHA Form 42 and MDOT SHA Form 30. These forms must be approved before capital funding can be authorized, committed, and/or expended. The Form 42 allows a project to be authorized for future funding from an approved capital fund category. One requirement of the Form 42 is that it must contain the appropriate TIP and/or STIP reference for the project. MDOT SHA Federal Aid Programming assesses the project's federal funding eligibility at that time. Accurately assessing eligibility is important as an erroneous determination can lead to potential under-spending of federal funding and over-spending of State funding.

Approval of a Form 42 requesting construction funding signifies that the project can proceed to advertisement. The approved Form 42 commits the future funds under the appropriate capital program fund category, but it also allows the cash flow and forecasting process to begin. Subsequently, a Form 30 must be submitted to establish an active project number in FMIS, except in the case of advertised construction projects. It should be noted that any change in project cost, schedule, and/or scope is documented through the Form 42 and Form 30 process. This change approval step allows a project to be authorized for any changes that result in a decrease or increase of spending of State or federal dollars, as well as any significant changes in cash flow assumptions.

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

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

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

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

Appendix A

Statement of Self-Certification

Appendix B

SHA Financial Constraint Summary Table

Appendix C

MTA Financial Constraint Summary Table

Appendix D

Fiscal Constraint by Metropolitan Planning Organization

Appendix E

Eastern Federal Lands Division Projects

Appendix F

Federal Funding Sources

Appendix G

Glossary

Appendix H

MTA Rural Projects (Non-MPO and Statewide)

Appendix I

SHA Rural Projects (Non-MPO and Statewide)

Appendix J

National and State Performance Management Goals Summary

Appendix K

Public Outreach and Comments

Appendix L

Bicycle and Pedestrian Projects

APPENDIX A – Statement of Self Certification

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

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

If you have any questions or need additional information, please do not hesitate to contact Kari Snyder, Regional Planner, Office of Planning, Programming, & Project Delivery at 410-865-1305, toll-free at 888-713-1414 or via email at ksnyder3@mdot.maryland.gov.

STATEWIDE TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

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

I. 23 U.S.C. 134, 135 and 23 CFR 450 subparts A, B, and C; and 49 U.S.C. Section 5303 and 5304;
II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794, and 49 CFR part 21;
III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
IV. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the USDOT funded projects;
V. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid Highway construction contracts;
VI. The provisions of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR part 27, 37 and 38;
VII. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93. (Note-only for states with non-attainment and /or maintenance areas outside metropolitan planning area boundaries).
VIII. The Older Americans Act, as amended (42 U.S.C. part 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
IX. 23 U.S.C 324, regarding prohibition of discrimination on the basis of gender;
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
XI. 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes.

Signature

Michelle D. Martin
Printed Name

Director of Planning, Office of Planning, Programming and Project Delivery
Title

March 6, 2025
Date

APPENDIX B – SHA Financial Constraint Summary Tables

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS 2024-2029
Dollars in Millions

State Highway Administration (SHA)	2024*	2025	2026	2027	2028	2029	2024-2029 TOTAL
SHA REVENUE AVAILABLE							
BALANCE CARRIED FORWARD	$ 525.6	$ 668.4	$ 583.6	$ 406.7	$ 254.7	$118.9	$ 2,558.0
FEDERAL REVENUE							
Federal Fund Balance as of 10/1/2023	$ 214.3	$ -	$ -	$ -			
Federal Core Apportioned Programs w/o HPP	$ 836.5	$ 853.1	$ 870.0	$ 870.0	$ 870.0	$ 870.0	$ 5,169.4
Federal High Priority Project Funding	$ -	$ -	$ -	$ -			$ -
Deobligations Unused Prior Year Projectsat Closure	$ 50.0	$ 50.0	$ 50.0	$ 50.0	$ 50.0	$ 50.0	$ 300.0
Special Federal Appropriations (COVID/ARPA)	$ -	$ -	$ -	$ -		$ -	$ -
Total Federal Revenue Available	$ 1,100.8	$ 903.1	$ 920.0	$ 920.0	$ 920.0	$ 920.0	$ 5,683.7
STATE REVENUE							
Allocation from MDOT for SHA Capital Projects	$ 627.7	$ 599.8	$ 539.4	$ 531.6	$ 564.2	$ 531.8	$ 3,394.4
Total State Revenue Available	$ 627.7	$ 599.8	$ 539.4	$ 531.6	$ 564.2	$ 531.8	$ 3,394.4
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	$ 2,254.1	$ 2,171.3	$ 2,043.0	$ 1,858.2	$ 1,738.9	$ 1,570.6	$ 11,636.1
SHA REVENUE USES							
OPERATIONS & MAINTENANCE							
Administrative and General Expenses	$ -	$ -	$ -	$ -		$ -	$ -
District Routine Maintenance	$ -	$ -	$ -	$ -		$ -	$ -
Statewide Maintenance	$ -	$ -	$ -	$ -		$ -	$ -
Winter Maintenance (Use of COVID Funds)	$ -	$ -	$ -	$ -		$ -	$ -
Total Operations and Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MAJOR PROJECTS (includes D&E)							
Primary	$ 68.6	$ 69.8	$ 81.1	$ 72.8	$ 61.4	$ 69.4	$ 422.9
Secondary	$ 59.8	$ 36.0	$ 14.5	$ 3.9	$ 0.0	$ -	$ 114.2
Interstate	$ 149.5	$ 133.6	$ 85.4	$ 71.9	$ 73.5	$ 86.4	$ 600.2
Change Orders	$ 11.0	$ 3.7	$ 5.4	$ 4.9	$ 2.8	$ 1.7	$ 29.5
Reimbursables	$ 17.0	$ 36.5	$ 111.5	$ 95.0	$ 15.0	$ 15.0	$ 290.0
Total Major Projects	$ 305.9	$ 279.5	$ 297.9	$ 248.5	$ 152.6	$ 172.4	$ 1,456.9
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT							
Environmental Preservation	$ 3.8	$ 4.0	$ 6.8	$ 6.8	$ 7.3	$ 5.1	$ 33.8
Crash Prevention	$ 9.3	$ 27.1	$ 29.8	$ 25.5	$ 28.0	$ 28.8	$ 148.5
Median Guardrail & End Treatment	$ -	$ -	$ -	$ -		$ -	$ -
ADA Retrofit	$ 4.7	$ 10.6	$ 9.4	$ 9.5	$ 10.0	$ 10.3	$ 54.5
RailRoad Safety & Spot	$ 6.6	$ 5.6	$ 5.6	$ 5.7	$ 5.6	$ 5.7	$ 34.8
Drainage	$ 14.7	$ 18.5	$ 27.6	$ 32.8	$ 29.2	$ 34.0	$ 156.7
Emergency	$ 7.2	$ -	$ -	$ -	$ -	$ -	$ 7.2
Safety & Spot Improvements	$ 52.6	$ 58.1	$ 66.3	$ 54.9	$ 62.6	$ 60.6	$ 355.0
Resurfacing & Rehabilitation	$ 261.1	$ 233.7	$ 214.9	$ 222.4	$ 279.7	$ 282.6	$ 1,494.3
Sidewalks	$ 16.7	$ 14.2	$ 22.3	$ 32.8	$ 35.2	$ 35.5	$ 156.7
Bridge Replace & Rehab.	$ 191.4	$ 228.5	$ 229.8	$ 231.9	$ 233.3	$ 220.3	$ 1,335.0
Park-n-Ride	$ 3.5	$ 6.6	$ 8.1	$ 8.2	$ 8.1	$ 8.2	$ 42.7
Urban Reconstruction	$ 7.0	$ 4.4	$ 6.2	$ 4.3	$ 5.8	$ 4.5	$ 32.2
Traffic Management	$ 29.5	$ 46.5	$ 46.4	$ 42.2	$ 52.2	$ 49.1	$ 265.8

CHART (ITS Program)	$	11.8	$	33.1	$	31.7	$	33.3	$	29.1	$	19.8	$	158.8
Intersection Capacity	$	17.6	$	4.9	$	3.4	$	-	$	-	$	-	$	25.9
Bicycle Retrofit	$	8.6	$	15.8	$	12.6	$	15.4	$	13.5	$	13.7	$	79.7
Carbon Local	$	-	$	3.5	$	4.0	$	4.5	$	4.5	$	3.5	$	20.0
Workforce Development	$	-	$	3.2	$	3.2	$	3.2	$	3.2	$	3.2	$	16.0
TMDL Compliance	$	16.3	$	20.0	$	30.7	$	27.5	$	33.2	$	29.0	$	156.7
Noise Walls	$	4.4	$	2.3	$	2.8	$	6.2	$	6.8	$	5.5	$	27.9
General SPP*	$	-	$	-	$	-	$	-			$	-	$	-
Total S, CR and CE	$	666.6	$	740.6	$	761.6	$	766.9	$	847.2	$	819.4	$	4,602.3

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2024-2029
Dollars in Millions

State Highway Administration (SHA)	**2024***	**2025**	**2026**	**2027**	**2028**	**2029**	**2024-2029 TOTAL**
OTHER SYSTEM PRESERVATION							
Statewide Planning and Research (SPR)	$ 68.8	$ 58.5	$ 60.1	$ 60.0	$ 59.6	$ 62.9	$ 369.8
Facilities, Equipment & Environmental Compliance	$ 40.6	$ 27.7	$ 26.6	$ 32.3	$ 66.7	$ 27.0	$ 220.8
Truck Weight Facilities and Equipment	$ 8.2	$ 4.1	$ 5.9	$ 5.8	$ 5.8	$ 4.5	$ 34.3
Transportation Alternatives Program/Enhancements	$ 18.4	$ 18.4	$ 24.6	$ 24.7	$ 24.6	$ 24.8	$ 135.4
Highway User Revenues	$ 334.3	$ 343.2	$ 350.0	$ 356.8	$ 354.9	$ 360.6	$ 2,099.7
State Aid in Lieu to Locals	$ 6.0	$ 6.0	$ 6.0	$ 6.0	$ 6.0	$ 6.0	$ 36.0
Major IT Projects	$ 5.1	$ 6.2	$ 6.3	$ 5.1	$ 5.2	$ 5.3	$ 33.2
Total Other System Preservation	$ 481.2	$ 464.1	$ 479.4	$ 490.6	$ 522.7	$ 491.2	$ 2,929.1
Subtotal of SHA Uses	$ 1,453.7	$ 1,484.3	$ 1,538.8	$ 1,506.0	$ 1,522.5	$ 1,483.0	$ 8,988.3
DEBT SERVICE							
GARVEE Debt Service	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Debt Service	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTHER							
ADHS Local Access	$ 4.2	$ 4.2	$ 4.2	$ 4.2	$ 4.2	$ 4.2	$ 25.0
Local Bridge Program	$ 14.1	$ 14.1	$ 14.1	$ 14.1	$ 14.1	$ 14.1	$ 84.5
Baltimore City Federal Aid	$ 34.4	$ 34.4	$ 34.4	$ 34.4	$ 34.4	$ 34.4	$ 206.4
Rec Trails	$ -	$ -	$ -	$ -		$ -	$ -
CMAQ to MDOT/Modals	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 44.8	$ 268.8
Other Transfers to MDOT/Modals	$ 34.0	$ 6.0	$ -	$ -	$ -	$ -	$ 40.0
Other Transfers to Federal Agencies/States	$ 0.5	$ -	$ -	$ -	$ -	$ -	$ 0.5
Total Other	$ 131.9	$ 103.5	$ 97.4	$ 97.4	$ 97.5	$ 97.5	$ 624.8
TOTAL REVENUE USES	$ 1,585.6	$ 1,587.7	$ 1,636.3	$ 1,603.5	$ 1,620.0	$ 1,580.5	$ 9,613.1
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	$ 668.4	$ 583.6	$ 406.7	$ 254.7	$ 118.9	$ (9.9)	

*SFY 2024 is for informational purposes only; STIP covers FY 2025-2028

ARC Policy, reservation for "Local Access Road" projects
SHA reserved amount for local jurisdiction bridges - SHA Federal Aid Analysis (Sept 20
OA reserved for Baltimore City, SHA Federal Aid Analysis (Sept 2023)
SHA Federal Aid Analysis; Rec Trails now part of Transportation Alternatives
SHA Federal Aid Analysis (Sept 2023)
SHA Additional Transfer to MTA per TSO Directive

Explanation of Fiscal Constraint Worksheet – MDOT SHA

MDOT SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year.
- **Federal Fund Balance as of 10/01/2023** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/01/2023.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from IIJA Act Apportionment Tables, FY 24-26; assume FY 26 inflated 2% per years after Act. Total w/NHPP Exempt.
- **Federal High Priority Project Funding** - No IIJA Specific Earmark, therefore, no allocations have been assumed in this fiscal constraint analysis.
- **Deobligations Unused Prior Year Projects at Closure** - SHA Federal Aid Analysis used Sept 2023 Assumptions
- **Special Federal Appropriations and Allocations** – This line is for special federal discretionary allocations received in addition to apportioned federal funds like COVID19/ARPA, none assumed.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount corresponds to “Special Funds” on the SHA Capital Program Summary on page 41 of this document.

MDOT SHA Revenue Uses

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

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

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

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

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	SIX - YEAR TOTAL
Major Construction Program	**241.0**	**173.9**	**136.3**	**112.1**	**125.5**	**144.9**	**933.7**
System Preservation	2.8	3.3	-	-	-	-	6.1
Expansion/Efficiency	187.7	136.1	103.8	86.1	102.9	126.2	742.8
Safety & Security	19.0	8.3	6.9	4.0	3.2	0.7	42.0
Local Funding	-	3.5	4.0	4.5	4.5	3.5	20.0
Environment	5.2	0.3	-	-	-	-	5.6
Administration	26.3	22.3	21.7	17.5	14.9	14.5	117.2
Major Development & Evaluation Program	**49.6**	**94.0**	**150.8**	**125.9**	**19.3**	**18.5**	**458.2**
Expansion/Efficiency	11.6	18.1	15.2	14.9	17.3	18.5	95.7
Safety & Security	36.7	75.9	135.5	111.0	2.0	-	361.1
Environment	1.1	-	-	-	-	-	1.1
Minor Program	**901.3**	**945.4**	**974.0**	**983.5**	**1,095.4**	**1,031.3**	**5,931.0**
System Preservation	549.2	553.8	546.6	562.0	614.3	612.3	3,438.2
Expansion/Efficiency	55.0	46.0	52.7	60.7	62.6	61.8	338.8
Safety & Security	130.2	185.6	195.5	176.7	193.3	178.9	1,060.2
Local Funding	96.9	96.7	102.9	103.0	102.9	103.1	605.4
Environment	27.9	28.5	44.5	44.8	52.0	43.3	241.0
Administration	42.1	34.8	31.8	36.4	70.3	31.9	247.3
Highway User Revenue	**334.3**	**395.9**	**350.0**	**356.8**	**354.9**	**360.6**	**2,152.4**
Capital Salaries, Wages & Other Costs	-	-	-	-	-	-	-
TOTAL	**1,526.2**	**1,609.2**	**1,611.1**	**1,578.3**	**1,595.0**	**1,555.3**	**9,475.2**
Special Funds	627.7	652.5	539.4	531.6	564.1	531.8	3,447.1
Federal Funds	881.6	920.2	960.2	951.8	1,015.9	1,008.5	5,738.1
Other Funds	17.0	36.5	111.5	95.0	15.0	15.0	290.0
Special Funds Breakdown							
Transportation Trust Fund	627.7	652.5	539.4	531.6	564.1	531.8	3,447.1
SPECIAL FUNDS TOTAL	**627.7**	**652.5**	**539.4**	**531.6**	**564.1**	**531.8**	**3,447.1**
Other Funds Breakdown							
GO Bonds	2.0	21.5	96.5	80.0	-	-	200.0
Other (Not GO Bonds)	15.0	15.0	15.0	15.0	15.0	15.0	90.0
OTHER FUNDS TOTAL	**17.0**	**36.5**	**111.5**	**95.0**	**15.0**	**15.0**	**290.0**

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward in the Fiscal Constraint Table.

MARYLAND STATE HIGHWAY ADMINISTRATION

ADVANCE CONSTRUCTION (AC) FORECAST

(Dollars in Millions)

SFY	2024	2025	2026	2027	2028	2029
AC Beginning Balance	668.4	583.6	406.7	254.7	118.9	(9.9)
New AC - Planned	917.2	1,004.1	1,229.6	1,348.8	1,501.1	1,590.4
New AC - Managed	393.4	528.5	529.2	545.4	534.5	540.0
AC Sub-Total	1,979.0	2,116.2	2,165.5	2,148.9	2,154.5	2,120.5
Less: AC Conversions - Planned	(1,057.1)	(1,058.5)	(1,090.9)	(1,069.0)	(1,080.0)	(1,053.7)
Less: AC Conversions - Managed	(393.4)	(528.5)	(529.2)	(545.4)	(534.5)	(540.0)
Ending AC Balance	528.5	529.2	545.4	534.5	540.0	526.8

Note: regarding AC Conversions, the State of Maryland converts based on two thirds (2/3) of the total program in the current fiscal year and one third (1/3) of the total program in the following fiscal year.
*FY 2024 is for informational purposes only; STIP covers FY 2025 - FY 2028.

APPENDIX C – MTA Financial Constraint Summary Table

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

Anticipated Apportionment								
Description of Funds	Type	FY24*	FY 25	FY26	FY27	FY28	FY29*	FY25-28
5304	Federal	$656,894	$656,894	$670,032	$683,433	$697,101	$711,043	$2,707,460
5307	Federal	$142,467,743	$142,467,743	$145,317,098	$148,223,440	$151,187,909	$154,211,667	$587,196,189
5309	Federal	$0	$0	$0	$0	$0	$0	$0
5337	Federal	$99,205,780	$99,205,780	$101,189,896	$103,213,694	$105,277,967	$107,383,527	$408,887,336
5339	Federal	$10,086,296	$10,086,296	$10,288,022	$10,493,782	$10,703,658	$10,917,731	$41,571,758
CMAQ	Federal	$44,800,000	$44,800,000	$45,696,000	$46,609,920	$47,542,118	$48,492,961	$184,648,038
STP	Federal	$1,374,401	$0	$0	$0	$0	$0	$0
5310	Federal	$5,576,135	$5,576,135	$5,687,658	$5,801,411	$5,917,439	$6,035,788	$22,982,643
5311	Federal	$11,024,590	$11,024,590	$11,245,082	$11,469,983	$11,699,383	$11,933,371	$45,439,038
5303 (includes TDP)	Federal	$3,426,663	$3,426,663	$3,495,196	$3,565,100	$3,636,402	$3,709,130	$14,123,362
CRP	Federal	$13,525,602	$0	$0	$0	$0	$0	$0
Discretionary Grants	Federal	$208,983,784	$29,827,600	$0	$0	$0	$0	$29,827,600
Other		$71,700,000	$10,600,000	$20,500,000	$29,100,000	$10,600,000	$700,000	$70,800,000
TIF Capital	State	$356,200,000	$326,600,000	$377,200,000	$485,200,000	$376,300,000	$319,800,000	$1,565,300,000
TIF Operating	State &Federal	$1,128,500,000	$1,125,200,000	$1,179,900,000	$1,251,600,000	$1,302,700,000	$1,340,000,000	$4,859,400,000
Expenditures								
MTA Capital		$356,200,000	$326,600,000	$377,200,000	$485,200,000	$376,300,000	$319,800,000	$1,565,300,000
MTA Operating		$1,128,500,000	$1,125,200,000	$1,179,900,000	$1,251,600,000	$1,302,700,000	$1,340,000,000	$4,859,400,000
Total		$1,484,700,000	$1,451,800,000	$1,557,100,000	$1,736,800,000	$1,679,000,000	$1,659,800,000	$6,424,700,000
								$0
State Dollars available for Capital Projects		$356,200,000	$326,600,000	$377,200,000	$485,200,000	$376,300,000	$319,800,000	$1,565,300,000
Total Capital Expenditures		$356,200,000	$326,600,000	$377,200,000	$485,200,000	$376,300,000	$319,800,000	$1,565,300,000
*funds in FY24 and FY29 for informational purposes								

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	SIX - YEAR TOTAL
Major Construction Program	**508.1**	**524.5**	**582.6**	**742.4**	**632.0**	**493.8**	**3,483.4**
System Preservation	257.7	345.2	428.2	430.3	405.8	279.2	2,146.5
Expansion/Efficiency	232.3	121.4	107.0	272.1	189.1	185.7	1,107.6
Safety & Security	3.2	8.5	2.1	-	-	-	13.7
Local Funding	5.8	39.9	43.5	38.7	35.7	28.9	192.4
Environment	2.7	6.1	0.4	-	-	-	9.3
Administration	6.4	3.4	1.4	1.4	1.3	-	13.9
Major Development & Evaluation Program	**34.7**	**51.8**	**131.5**	**152.8**	**143.5**	**117.1**	**631.6**
System Preservation	14.2	15.5	17.0	60.0	72.0	50.0	228.8
Expansion/Efficiency	18.3	35.5	63.9	42.4	20.5	17.1	197.7
Safety & Security	1.5	-	-	-	-	-	1.5
Local Funding	0.1	0.2	0.5	0.4	1.0	-	2.3
Environment	0.7	0.6	50.0	50.0	50.0	50.0	201.4
Administration	(0.0)	0.0	-	-	-	-	(0.0)
Minor Program	**127.2**	**70.5**	**63.3**	**29.6**	**28.2**	**12.8**	**331.7**
System Preservation	77.6	41.1	35.4	24.7	17.4	12.8	209.0
Expansion/Efficiency	13.5	20.4	23.2	0.5	-	-	57.5
Safety & Security	12.0	4.5	3.1	0.1	0.3	-	19.9
Local Funding	0.4	-	-	-	-	-	0.4
Environment	10.4	1.7	1.0	4.4	6.1	-	23.5
Administration	13.4	2.8	0.7	-	4.5	-	21.4
Capital Salaries, Wages & Other Costs	**7.6**	**9.0**	**10.0**	**13.8**	**14.4**	**11.5**	**66.3**
TOTAL	**677.7**	**655.9**	**787.4**	**938.7**	**818.1**	**635.2**	**4,512.9**
Special Funds	356.2	326.6	377.2	485.2	376.3	319.8	2,241.2
Federal Funds	250.1	318.8	389.7	424.4	431.3	314.7	2,129.1
Other Funds	71.7	10.6	20.5	29.1	10.6	0.7	143.1
Special Funds Breakdown							
General Fund	0.0	19.5	95.6	34.5	0.0	0.0	149.5
Transportation Trust Fund	356.2	307.1	281.6	450.7	376.3	319.8	2,091.7
SPECIAL FUNDS TOTAL	**356.2**	**326.6**	**377.2**	**485.2**	**376.3**	**319.8**	**2,241.2**

APPENDIX D – Fiscal Constraint By Metropolitan Planning Organization

FY2025 Federal-Aid Highway Program Apportionaments									
State	Percent of Capital Enhancement	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	Protect	Apportioned Table
Maryland		$ 443,666,123	$ 215,837,573	$ 50,310,648	$ 62,086,880	$ 22,116,339	$ 19,245,517	$ 21,883,532	$ 835,146,612
MPO									
TPB	48.6%	$ 215,621,736	$ 104,897,060	$ 24,450,975	$ 30,174,224	$ 10,748,541	$ 9,353,321	$ 10,635,397	$ 405,881,253
BRTB	40.3%	$ 178,797,448	$ 86,982,542	$ 20,275,191	$ 25,021,013	$ 8,912,885	$ 7,755,943	$ 8,819,063	$ 336,564,085
Rural Non-MPO	10.0%								$ 83,514,661
HEPMPO	0.6%								$ 5,010,882
S/WMPO	0.3%								$ 2,505,440
C-SMMPO	0.1%								$ 835,146
WILMAPCO	0.1%								$ 835,146
Maryland Flows based on FY2025 FHWA Apportionment table - distributed among MPOs based on Capital Enhancement percentages									

Federal-Aid Highway Program Funding Prior to FY2025									
State	Percent of Capital Enhancement	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	NEVI	Apportioned Table
Maryland		$ 434,966,786	$ 211,605,463	$ 49,323,156	$ 60,869,491	$ 21,682,685	$ 18,868,154	$ 21,454,443	$ 818,770,178
MPO									
TPB	48.6%	$ 211,393,858	$ 102,840,255	$ 23,971,054	$ 29,582,573	$ 10,537,785	$ 9,169,923	$ 10,426,859	$ 397,922,307
BRTB	40.3%	$ 175,291,615	$ 85,277,002	$ 19,877,232	$ 24,530,405	$ 8,738,122	$ 7,603,866	$ 8,646,141	$ 329,964,382
Rural Non-MPO	10.0%								$ 81,877,018
HEPMPO	0.6%								$ 2,387,534
S/WMPO	0.3%								$ 2,456,311
C-SMMPO	0.1%								$ 818,770
WILMAPCO	0.1%								$ 818,770
Maryland Flows based on FY2025 FHWA Apportionment table - distributed among MPOs based on Capital Enhancement percentages									

Total FY2025 Federal-Aid Highway Program Available for FY2025											
State	Percent of Capital Enhancement	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	Protect	General Federal Funds	Subtotal	Total
Maryland		$ 678,982,185	$ 330,315,657	$ 76,994,911	$ 95,017,139	$ 33,846,623	$ 29,453,146	$ 33,490,338			$ 1,278,100,000
MPO											
TPB	48.6%	$ 329,985,342	$ 160,533,409	$ 37,419,527	$ 46,178,329	$ 16,449,459	$ 14,314,229	$ 16,276,304		$ 621,156,600	$ 621,156,600
BRTB	40.3%	$ 273,629,821	$ 133,117,210	$ 31,028,949	$ 38,291,907	$ 13,640,189	$ 11,869,618	$ 13,496,606		$ 515,074,300	$ 515,074,300
Rural Non-MPO	10.0%								$ 127,810,000	$ 127,810,000	$ 127,810,000
HEPMPO	0.6%								$ 7,668,600	$ 7,668,600	$ 7,668,600
S/WMPO	0.3%								$ 3,834,300	$ 3,834,300	$ 3,834,300
C-SMMPO	0.1%								$ 1,278,100	$ 1,278,100	$ 1,278,100
WILMAPCO	0.1%								$ 1,278,100	$ 1,278,100	$ 1,278,100

Statewide total Federal Funding taken from Final FY2025-28 CTP, page A-23 - Formula Funds taken from FY25 Apportionment and additional federal distributed based on Capital Enhancement percentages

Total Maryland Highway Program for FY2025											
State	Percent of Capital Enhancement	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	Protect	General Funds	Subtotal	Total
Maryland		$ 787,355,838	$ 383,037,975	$ 89,284,217	$ 110,183,007	$ 39,248,948	$ 34,154,220	$ 38,835,795			$ 1,482,100,000
MPO											
TPB	48.6%	$ 382,654,937	$ 186,156,456	$ 43,392,130	$ 53,548,941	$ 19,074,989	$ 16,598,951	$ 18,874,196		$ 720,300,600	$ 720,300,600
BRTB	40.3%	$ 317,304,403	$ 154,364,304	$ 35,981,539	$ 44,403,752	$ 15,817,326	$ 13,764,150	$ 15,650,825		$ 597,286,300	$ 597,286,300
Rural Non-MPO	10.0%								$ 148,210,000	$ 148,210,000	$ 148,210,000
HEPMPO	0.6%								$ 8,892,600	$ 8,892,600	$ 8,892,600
S/WMPO	0.3%								$ 4,446,300	$ 4,446,300	$ 4,446,300
C-SMMPO	0.1%								$ 1,482,100	$ 1,482,100	$ 1,482,100
WILMAPCO	0.1%								$ 1,482,100	$ 1,482,100	$ 1,482,100

Statewide total funding taken from Final FY2025-28 CTP, page A-23 - distributed based on formula fund distribution above and for rest of MPOs per Capital Enhancement percentages

FY24 Federal-Aid Transit Program Apportionments Under the IIJA

State	5307	5309	5310	5311	5329	5337	5339	Appalachian Development Public Transportation Assistance Program	5304	Total
Maryland Statewide				$10,126,492		$99,205,780	$4,000,000	$898,098	$656,894	$114,887,264
Over 1,000,000	$116,573,100									$116,573,100
200,000-999,999	$4,701,127		$3,164,911				$5,169,363			$13,035,401
50,000-199,999	$18,173,200		$2,411,224				$916,933			$21,501,357
STIC	$3,020,316									$3,020,316
Totals	$142,467,743	$0	$5,576,135	$10,126,492	$0	$99,205,780	$10,086,296	$898,098	$656,894	$269,017,438
MPO										
TPB (Washington Metro)	$117,107,394	$0	$0	$0	$0	$0	$0	$0	$0	$117,107,394
BRTB (Baltimore Metro)	$107,843,760	$0	$3,164,911	$0	$0	$0	$5,169,363	$0	$0	$116,178,034
HEPMPO (Washington)	$2,882,916	$0	$0	$0	$0	$0	$0	$0	$0	$2,882,916
S/WMPO (Salisbury)	$6,081,928	$0	$0	$0	$0	$0	$0	$0	$0	$6,081,928
C-SMMPO	$1,625,213	$0	$0	$0	$0	$0	$0	$0	$0	$1,625,213
WILMAPCO (Cecil/Philidelp	$1,867,208	$0	$0	$0	$0	$0	$0	$0	$0	$1,867,208
Rural Non-MPO	$0	$0	$2,411,224	$10,126,492	$0	$99,205,780	$4,916,933	$898,098	$0	$117,558,527
Totals	$237,408,419	$0	$5,576,135	$10,126,492	$0	$99,205,780	$10,086,296	$898,098	$0	$363,301,220

FY2025 Federal-Aid Tranit Programmed in TIPS*

State	5307	5309	5310	5311	5329	5337	5339	Appalachian Development Public Transportation Assistance Program	5304	Total
TPB (Washington Metro)	$43,328,000	$8,135,000	$0	$743,000	$0	$22,141,000	$65,440,000	$0	$0	$139,787,000
BRTB (Baltimore Metro)	$201,079,000	$0	$0	$238,000	$1,321,000	$94,123,000	$7,780,000	$0	$0	$304,541,000
HEPMPO (Washington)	$1,214,000	$0	$0	$0	$0	$0	$477,000	$0	$0	$1,691,000
S/WMPO (Salisbury)	$3,939,000	$0	$0	$226,000	$0	$0	$368,000	$0	$0	$4,533,000
C-SMMPO	$783,000	$0	$0	$847,000	$0	$0	$473,000	$0	$0	$2,103,000
WILMAPCO (Cecil/Philidelp	$437,000	$0	$125,000	$328,000	$0	$0	$0	$0	$0	$890,000
Rural Non-MPO	$0	$0	$1,160,000	$6,442,000	$0	$0	$311,000	$898,098	$1,516,000	$10,327,098
Totals	$250,780,000	$8,135,000	$1,285,000	$8,824,000	$1,321,000	$116,264,000	$74,849,000	$898,098	$1,516,000	$463,872,098

* These totals include previous year unobligated funds.

APPENDIX E – Eastern Federal Lands Division Projects

FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration

Eastern Federal Lands Highway Division

[https://fdotewp1.dot.state.fl.us/fmsupportaps/Documents/federal/stip/tip-eflhd.pdf]

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (Chesapeak and Ohio Canal National Historical Park)	3R	FLTP - NPS	$2,966,221.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD FTNP ASIS 312015	2026	MD	Worcester	Assateague Island National Seashore	Route 10 Bayberry Road MP 0-3.6 Pavement Preservation	1R	FLTP - NPS	$2,300,000.00	Title 23	NPS	In Design	MD-01	NPS-NER
MD FTNP CHOH 264071	2026	MD	Allegany	Chesapeake & Ohio Canal	Evitts Creek Aqueduct Bridge (3100-050S)	BR	FLTP - NPS	$1,514,454.00	Title 23	NPS	In Design	MD-08	NPS-NCR
MD NP BAWA 1(13) 2(13)	2025	MD	Anne Arundel	Baltimore Washington National Parkway	Replace Median Guardrail at Baltimore-Washington Parkway	3R	FLTP - NPS	$210,000.00	Title 23	EFL	Construction	MD-05	NPS-NCR
MD NP CATO 331578	2029	MD	Frederick	Catoctin Mountain Park	Preserve Bridges at Catoctin Mountain Park	BR	FLTP - NPS	$1,136,080.00	Title 23	NPS	In Design	MD-06	NPS-NCR
MD NP CHOH 907(1)	2028	MD	Montgomery	Chesapeake & Ohio Canal	Rehabilitate Great Falls Entrance Road and Parking Area	3R	FLTP - NPS	$3,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP CHOH BR 3100-062S(1)	2025	MD	Washington	Chesapeake & Ohio Canal	Repair Polly Pond Bridge	BR	FLTP - NPS	$700,000.00	Title 23	EFL	Construction	MD-06	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake & Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOMC TBD	2026	MD	Baltimore	Fort McHenry National Monument and Historic Shrine	Wallace Road Rehab	3R	FLTP - NPS	$500,000.00	Title 23	NPS	In Design	MD-07	NPS-NER
MD NP FOWA 10(2)	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at Fort Washington Park	1R	FLTP - NPS	$850,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery County	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO TBD(1)	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at Monocacy National Battlefield	BR3R	FLTP - NPS	$217,853.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington National Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR

APPENDIX F – Federal Funding Sources

Federal-aid Highway Funding

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

Federal-aid Transit Funding

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

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

Federal-aid Phases

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

Preliminary Engineering and Final Design (PE/FD) – This funding provides for projects including preliminary and final design. these funds involve detailed environmental studies and engineering to obtain NEPA are under preliminary design. Design activities following preliminary design involve the preparation of final construction plans and are under final design.

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

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

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

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

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

APPENDIX G - Glossary

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

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

APPENDIX H – MTA Rural Projects (Non-MPO and Statewide)
(Not in TIPs)

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-01

Capital Project Number(s): 0210

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

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

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

Section 5310 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON												$ -
OTH	$ -	$ -	$ 1,160	$ 502	$ -	$ -	$ 1,160	$ 502	$ -	$ -		$ 3,324
Totals	**$ -**	**$ -**	**$ 1,160**	**$ 502**	**$ -**	**$ -**	**$ 1,160**	**$ 502**	**$ -**	**$ -**	**$ -**	**$ 3,324**

2025 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION
STIP ID: MTA-2019-02
Capital Project Number(s): 0218
Project Title: Capital and Operating Assistance to Rural Transit Systems
Description:
Section 5311 Capital and Operating Assistance provided to transit systems located outside of urbanized areas. This is an ongoing project.
Justification:
To fulfill a demonstrated need for general purpose transportation for persons living or traveling in rural areas.

Section 5311 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON	$ -	$ -	$ 6,642	$ 440	$ 6,642	$ 440	$ 6,642	$ 440	$ 6,642	$ 440	$ -	$ 27,528
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ 6,642	$ 440	$ 6,642	$ 440	$ 6,642	$ 440	$ 6,642	$ 440	$ -	$ 27,528

2025 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION
STIP ID: MTA-2019-14

Capital Project Number(s): 1442, 1710, 1729
Project Title: 5304 STIP
Description:
Development of Transit Development Plans for Locally Operated Transit Systems and Regional Transit Planning efforts throughout the State of Maryland.
Justification:
These plans are used by individual LOTS and MDOT MTA to enhance transit. A completed TDP serves as a guide for the local transit system, providing a roadmap for implementing service and/or organizational changes, improvements, and/or potential expansion during the five-year period.

Section 5304 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP	$ -	$ -	$ 1,516	$ 453	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,969
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ -**	**$ -**	**$ 1,516**	**$ 453**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,969**

2025 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION
STIP ID: MTA-2019-03
Capital Project Number(s): 1455
Project Title: Bus and Bus Facilities for Rural Areas
Description:
Provide Capital funding to replace, rehabilitate, and purchase buses and related equipment to construct bus related facilities.
Justification:
To fulfill a demonstrated need for general purpose transportation for persons living or traveling in rural areas.

Section 5339 Formula Program

	Previous Obligations		Planned Obligations								Overmatch	Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												$ -
PE												$ -
ROW												$ -
CON	$ -	$ -	$ 311	$ 78	$ 311	$ 78	$ 311	$ 78	$ 311	$ 78		$ 15,556
OTH	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Totals	**$ -**	**$ -**	**$ 311**	**$ 78**	**$ 311**	**$ 78**	**$ 311**	**$ 78**	**$ 311**	**$ 78**	**$ -**	**$ 15,556**

APPENDIX I – SHA Rural Projects (Non-MPO and Statewide)

Grouped Projects Detailed Descriptions

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

SHA Funds 80

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

Areawide Congestion Management

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

SHA Funds 81, 86

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

Areawide Environmental Projects

An ongoing program to provide environmental and aesthetic improvements on SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.
In addition, in those regions outside the Baltimore and Washington metropolitan planning areas, this ongoing program includes Transportation Alternatives, Safe Routes to School, and Recreational Trails program projects that expand travel choices and enhance user experience by improving the cultural, historic, and environmental aspects of transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities, rehabilitation of historic transportation facilities, conversion and use of abandoned railroad corridors, archeological activities related to transportation impacts, and highway runoff-related pollution mitigation.

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

Improvements *Statewide* – ADA improvements; bicycle/pedestrian facilities; drainage improvements (areas of flooding, road closures); environmental compliance; landscaping; noise abatement; noise barrier and berm construction, retrofitting, and rehabilitation; trail facilities; reforestation and tree planting; rest areas; scenic beautification; total maximum daily load (TMDL) for stormwater management; wildflower seeding
Only outside the Baltimore and Washington metropolitan planning areas – Transportation Alternatives, Safe Routes to School, and Recreational Trails program improvements including bicycle/pedestrian improvements, conversion/use of abandoned railroad corridors, highway runoff-related water pollution mitigation, historic transportation facility rehabilitation, landscaping, transportation-related archeological activities, and urban greenways

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

Areawide Transportation Alternatives*

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

SHA Funds 25

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

Areawide Resurfacing and Rehabilitation

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

SHA Funds 77

Improvements *Statewide* – ADA improvements, concrete patching, guardrail improvements, joint sealing, milling, patchwork, pavement markings/striping, resurfacing, shared-use paths, sidewalk, ground improvement, slope repairs, sinkhole mitigations, drainage improvements, and striping/marking

Areawide Safety and Spot Improvements

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

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

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

Areawide Urban Reconstruction

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

SHA Funds 84

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

Areawide Carbon Reduction Program

The Federal Highway Administration Carbon Reduction Program supports a variety of strategies to address transportation's role as the largest source of green house gas emissions in the State of Maryland. The program aims to reduce transportation carbon dioxide emissions including traffic management, energy efficient traffic control devices and street lights, pedestrian facilities, port electrification and efforts to reduce environmental and community impacts of freight movement. In addition, this program may include related administrative activities necessary to ensure delivery of these improvements.

SHA Funds 34

Improvements *Statewide* – Traffic management technologies, energy efficient traffic control devices and street lights, bicycle and pedestrian improvements, shared-use paths, sidewalks, port electrification, electrical vehicle chargers, and low carbon emission vehicles.

MDOT SHA Non-Metropolitan Regionally Significant Projects

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

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		150	150	150	150			**600**
	Federal†		2,850	2,850	2,850	2,850			**11,400**
PE/FD	State		525	525	525	525			**2,100**
	Federal†		9,975	9,975	9,975	9,975			**39,900**
RW	State		7	7	7	7			**27**
	Federal†		128	128	128	128			**513**
CO	State		1,050	1,050	1,050	1,050			**4,200**
	Federal†		19,950	19,950	19,950	19,950			**79,800**
Subtotal	*State*		*1,732*	*1,732*	*1,732*	*1,732*			***6,927***
	Federal†		*32,903*	*32,903*	*32,903*	*32,903*			***131,613***
Total			**34,635**	**34,635**	**34,635**	**34,635**			**138,540**

* *for informational purposes only;* *all costs in $000s*
† *when federally-funded, RU Bridge improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost 138,540

STIP # RU Congestion Mgmt
Project Areawide Congestion Management
Location Statewide (Non-MPO Areas)
Responsible Agency SHA
Description Program to provide traffic control, management, and monitoring on SHA highways.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		50	50	50	50			**200**
	Federal†		950	950	950	950			**3,800**
PE/FD	State		150	150	150	150			**600**
	Federal†		2,850	2,850	2,850	2,850			**11,400**
RW	State		4	4	4	4			**15**
	Federal†		71	71	71	71			**285**
CO	State		15	15	15	15			**60**
	Federal†		285	285	285	285			**1,140**
OTHER	State		350	350	350	350			**1,400**
	Federal†		6,650	6,650	6,650	6,650			**26,600**
Subtotal	*State*		*569*	*569*	*569*	*569*			***2,275***
	Federal†		*10,806*	*10,806*	*10,806*	*10,806*			***43,225***
Total			**11,375**	**11,375**	**11,375**	**11,375**			**45,500**

* *for informational purposes only*
all costs in $000s
† *when federally-funded, RU Congestion Mgmt improvements may receive CMAQ, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **45,500**

STIP # RU Environment
Project Areawide Environmental Projects
Location Statewide (Non-MPO Areas)
Responsible Agency SHA
Description Program to provide environmental and aesthetic improvements on SHA highways.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		40	40	40	40			**160**
	Federal†		760	760	760	760			**3,040**
PE/FD	State		80	65	65	65			**275**
	Federal†		1,520	1,235	1,235	1,235			**5,225**
RW	State		4	4	4	4			**15**
	Federal†		71	71	71	71			**285**
CO	State		600	550	550	550			**2,250**
	Federal†		11,400	10,450	10,450	10,450			**42,750**
Subtotal	*State*		*709*	*659*	*659*	*659*			***2,700***
	Federal†		*13,466*	*12,516*	*12,516*	*12,516*			***51,300***
Total			**14,175**	**13,175**	**13,175**	**13,175**			**54,000**

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

all costs in $000s

Estimated Total Project Cost **54,000**

STIP # RU Resurface
Project Areawide Resurfacing and Rehabilitation
Location Statewide (Non-MPO Areas)
Responsible Agency SHA
Description Program to provide periodic resurfacing and upgrading of SHA highways.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		125	125	125	125			**500**
	Federal†		2,375	2,375	2,375	2,375			**9,500**
PE/FD	State		240	240	240	240			**960**
	Federal†		4,560	4,560	4,560	4,560			**18,240**
RW	State		4	4	4	4			**15**
	Federal†		71	71	71	71			**285**
CO	State		3,750	3,750	3,750	3,750			**15,000**
	Federal†		71,250	71,250	71,250	71,250			**285,000**
Subtotal	*State*		*4,119*	*4,119*	*4,119*	*4,119*			***16,475***
	Federal†		*78,256*	*78,256*	*78,256*	*78,256*			***313,025***
Total			**82,375**	**82,375**	**82,375**	**82,375**			**329,500**

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

all costs in $000s

Estimated Total Project Cost 329,500

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

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		125	125	125	125			**500**
	Federal†		2,375	2,375	2,375	2,375			**9,500**
PE/FD	State		450	450	450	450			**1,800**
	Federal†		8,550	8,550	8,550	8,550			**34,200**
RW	State		40	40	40	40			**160**
	Federal†		760	760	760	760			**3,040**
CO	State		2,000	2,000	1,500	1,500			**7,000**
	Federal†		38,000	38,000	28,500	28,500			**133,000**
Subtotal	*State*		*2,615*	*2,615*	*2,115*	*2,115*			***9,460***
	Federal†		*49,685*	*49,685*	*40,185*	*40,185*			***179,740***
Total			**52,300**	**52,300**	**42,300**	**42,300**			**189,200**

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

all costs in $000s

Estimated Total Project Cost **189,200**

STIP # RU Urban Reconstruct
Project Areawide Urban Reconstruction
Location Statewide (Non-MPO Areas)
Responsible Agency SHA
Description Program to provide roadway rehabilitation on SHA highways in municipalities and urban areas.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		5	5	5	5			**30**
	Federal†		95	95	95	95			**380**
PE/FD	State		10	10	10	10			**60**
	Federal†		190	190	190	190			**1,140**
RW	State		3	3	3	3			**15**
	Federal†		48	48	48	48			**190**
CO	State		150	150	150	150			**900**
	Federal†		2,850	2,850	2,850	2,850			**17,100**
Subtotal	*State*		*168*	*168*	*168*	*168*			***670***
	Federal†		*3,183*	*3,183*	*3,183*	*3,183*			***12,730***
Total			**3,350**	**3,350**	**3,350**	**3,350**			**13,400**

* *for informational purposes only*
all costs in $000s
† *when federally-funded, RU Urban Reconstruct improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT*

Estimated Total Project Cost **13,400**

STIP # RU Carbon Reduction Program

Project Areawide Carbon Reduction Program (CRP)

Location Statewide

Responsible Agency SHA

Description Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, pedestrian facilities, and port electrification.

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		35	35	35	35	35	35	**140**
	Federal		665	665	665	665	665	665	**2660**
PE/FD	State		17	33	33	42	42	42	**125**
	Federal		316	631	631	789	789	789	**2367**
RW	State		4	8	8	10	10	10	**30**
	Federal		79	158	158	197	197	197	**592**
CO	State		62	125	125	156	156	156	**468**
	Federal		1,184	2,367	2,367	2,959	2,959	2,959	**8877**
Subtotal	*State*		118	201	201	*243*	*243*	*243*	***763***
	Federal		2,244	3,821	3,821	*4,610*	*4,610*	*4,610*	***14,496***
Total			**2,362**	**4,022**	**4,022**	**4,853**	**4,853**	**4,853**	**15,259**

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

Estimated Total Project Cost **25,000**

STIP # XY1811
Project Traffic Relief Plan Smart Traffic Signals
Location Statewide
Responsible Agency SHA
Description Installation of traffic signals that adjust timing and synchronization in corridors to adaptively manage traffic operations and reduce congestion.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP									
PE/FD	State	1,334							**0**
	CMAQ	600	441	322	369	319			**1,451**
	NHPP	213	381	150	150	150			**831**
	STBG	600	441	322	369	319			**1,451**
RW									
CO	State	4,167	20	20	20				**60**
	CMAQ	3,984	1,298	3,812	3,940	4,310	4,445		**13,360**
	NHPP		1,298	3,812	3,940	4,310	4,445		**13,360**
Subtotal	*State*	*5,501*	*20*	*20*	*20*				***60***
	Federal	*5,397*	*3,859*	*8,418*	*8,768*	*9,408*	*8,890*		***30,453***
Total		**10,898**	**3,879**	**8,438**	**8,788**	**9,408**	**8,890**		**30,513**

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

Estimated Total Project Cost 50,000

STIP # AL6211
Project I-68 Cumberland Viaduct
Location Allegany County
Responsible Agency SHA
Description Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	66	30	25	0	0	0	0	**54**
	Federal†	1,263	561	468	0	0	0	0	**1,030**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
CO	State	0	0	67	253	197	0	0	**517**
	Federal†	0	0	1,271	4,805	3,750	0	0	**9,826**
Subtotal	*State*	*66*	*30*	*92*	*253*	*197*	*0*	*0*	***571***
	Federal†	*1,263*	*561*	*1,739*	*4,805*	*3,750*	*0*	*0*	***10,856***
Total		**1,329**	**591**	**1,831**	**5,058**	**3,947**	**0**	**0**	**11,427**

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

Estimated Total Project Cost **50,100**

STIP # AL2321
Project MD 51, Old Town Road
Location Allegany County
Responsible Agency SHA
Description Replacement of Bridge No. 0104700 on MD 51 over Town Creek.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	66	30	25	0	0	0	0	**55**
	Federal†	1,263	561	468	0	0	0	0	**1,029**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
CO	State	0	0	67	253	197	0	0	**517**
	Federal†	0	0	1,271	4,805	3,750	0	0	**9,826**
Subtotal	*State*	*0*	*30*	*92*	*253*	*197*	*0*	*0*	***571***
	Federal†	*1,263*	*561*	*1,739*	*4,805*	*3,750*	*0*	*0*	***10,855***
Total		**1,329**	**591**	**1,831**	**5,058**	**3,947**	**0**	**0**	**11,427**

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

Estimated Total Project Cost 12,800

STIP # AL3981
Project MD 144, Naves Cross Road
Location Allegany County
Responsible Agency SHA
Description Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	541	0	0	0	0	0	0	**0**
	Federal†	753	0	0	0	0	0	0	**0**
PE/FD	State	70	24	24	0	0	0	0	**12**
	Federal†	1,324	97	97	0	0	0	0	**224**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	0	5	5	5	0	0	0	**15**
CO	State	0	0	81	307	0	0	0	**388**
	Federal†	0	0	1,548	5,822	0	0	0	**7,369**
Subtotal	*State*	*611*	*6*	*87*	*307*	*0*	*0*	*0*	***400***
	Federal†	*2,077*	*122*	*1,660*	*5,826*	*0*	*0*	*0*	***7,608***
Total		**2,688**	**128**	**1,747**	**6,133**	**0**	**0**	**0**	**8,008**

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

Estimated Total Project Cost 9,700

STIP # AL4451
Project US 220, McMullen Highway
Location Allegany County
Responsible Agency SHA
Description Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown, including turn lanes and additional sidewalk connectivity.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	5	0	0	0	0	0	0	**0**
	Federal†	101	0	0	0	0	0	0	**0**
PE/FD	State	18	5	0	0	0	0	0	**5**
	Federal†	341	95	0	0	0	0	0	**95**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	*State*	*23*	*5*	*0*	*0*	*0*	*0*	*0*	***5***
	Federal†	*442*	*95*	*0*	*0*	*0*	*0*	*0*	***95***
Total		**572**	**100**	**0**	**0**	**0**	**0**	**0**	**100**

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

Estimated Total Project Cost 12,766

STIP # AL6131

Project US 220, McMullen Highway

Location Allegany County

Responsible Agency SHA

Description Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland-West Virginia joint study of two Appalachian Development Highway System corridors, I-68 and US 48. The focus of improvements are at the US 220 at MD 53 intersection. Improvements will remove primary truck traffic movements from the central part of Cresaptown. On-road bike lanes are included.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	4,110	0	0	0	0	0	0	**0**
PE/FD	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	*State*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
	Federal†	*4,110*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
Total		**4,110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

* *for informational purposes only*

all costs in $000s

Estimated Total Project Cost **14,000**

STIP # GA1731
Project US 219, Garrett Highway
Location Garrett County
Responsible Agency SHA
Description Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	122	36	0	0	0	0	0	**36**
	Federal†	2,315	682	0	0	0	0	0	**682**
RW	State	3	2	2	2	2	0	0	**21**
	Federal†	57	291	31	31	31	3	0	**384**
CO	State	0	0	118	237	118	0	0	**473**
	Federal†	0	0	2,249	4,496	2,248	0	0	**8,993**
Subtotal	*State*	*125*	*92*	*269*	*237*	*212*	*0*	*0*	***564***
	Federal†	*2,372*	*919*	*2,868*	*4,530*	*2,279*	*3*	*0*	***10,015***
Total		**2,497**	**1,011**	**3,137**	**3,256**	**2,491**	**3**	**0**	**10,579**

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

Estimated Total Project Cost **13,076**

STIP # GA1961
Project MD 42, Friendsville Road
Location Garrett County
Responsible Agency SHA
Description Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	0	0	0	0	0	0	0	**0**
	Federal†	1,387	0	0	0	0	0	0	**0**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	12	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	2,217	3,132	954	0	0	0	0	**4,086**
Subtotal	*State*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
	Federal†	*3.616*	*3,132*	*954*	*0*	*0*	*0*	*0*	***4,086***
Total		**3,616**	**3,132**	**954**	**0**	**0**	**0**	**0**	**7,702**

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

Estimated Total Project Cost **7,702**

STIP # GA6463

Project US 219, Chestnut Ridge Road

Location Garrett County

Responsible Agency SHA

Description Project to relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland's portion of the bi-state US 219 corridor between I-68/ US 40 and Meyersdale, Pennsylvania

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	308	0	0	0	0	0	0	**0**
	Federal†	5,848	0	0	0	0	0	0	**0**
PE/FD	State	22	75	149	149	92	65	0	**466**
	Federal†	413	1,425	2,837	2,837	1,752	1,239	0	**8,851**
RW	State	0	0	0	91	91	91	0	**182**
	Federal†	0	0	0	1,730	1,730	1,730	0	**3,460**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	*State*	*330*	*75*	*149*	*240*	*183*	*156*	*0*	***647***
	Federal†	*6,261*	*1,425*	*2,837*	*4,567*	*3,482*	*2,969*	*0*	***12,311***
Total		**6,591**	**1,500**	**2,986**	**4,807**	**3,665**	**3,125**	**0**	**12,958**

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

Estimated Total Project Cost **84,800**

STIP # GA5991
Project US 219 Relocated, Oakland Bypass
Location Garrett County
Responsible Agency SHA
Description Relocate US 219 from north of Oakland to MD 135 (2.4 miles)

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	1,280	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	4,415	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
RW	State	4,412	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	*State*	*10,107*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
	Federal†	*0*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
Total		**10,107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Estimated Total Project Cost **70,900**

STIP # CA4131

Project MD 2/4, Solomons Island Road

Location Calvert County

Responsible Agency SHA

Description Project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles)

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	1,423	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	0	0	0	0	0	0	0	**0**
	Federal†	4,036	0	0	0	0	0	0	**0**
RW	State	13	0	0	0	0	0	0	**0**
	Federal†	609	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	State	1,436	0	0	0	0	0	0	**0**
	Federal†	4,645	0	0	0	0	0	0	**0**
Total		**6,081**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Estimated Total Project Cost 39,100

STIP # SM1671
Project MD 5, Point Lookout Road
Location Saint Mary's County
Responsible Agency SHA
Description Replace bridge No. 1800700 on MD 5 over Hilton Run

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	0	0	0	0	0	0	0	**0**
	Federal†	2,134	0	0	0	0	0	0	**0**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	59	2	2	2	1	0	0	**7**
CO	State	0	0	20	20	0	0	0	**40**
	Federal†	0	1,378	2,023	1,177	0	0	0	**4,578**
Subtotal	State	0	0	20	20	0	0	0	**40**
	Federal†	2,193	1,380	2,025	1,179	1	0	0	**4,585**
Total		**2,193**	**1,380**	**2,045**	**1,199**	**1**	**0**	**0**	**4,625**

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

Estimated Total Project Cost 6,818

STIP # SM2101
Project MD 5, Point Lookout Road
Location Saint Mary's County
Responsible Agency SHA
Description Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No.1800600 over the Saint Mary's River (0.3 miles)

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	1,632	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
PE/FD	State	0	0	0	0	0	0	0	**0**
	Federal†	4,346	0	0	0	0	0	0	**0**
RW	State	0	0	0	0	0	0	0	**0**
	Federal†	4,857	0	0	0	0	0	0	**0**
CO	State	0	0	0	0	0	0	0	**0**
	Federal†	0	0	0	0	0	0	0	**0**
Subtotal	State	1,632	0	0	0	0	0	0	**0**
	Federal†	9,203	0	0	0	0	0	0	**0**
Total		**10,835**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Estimated Total Project Cost 27,500

STIP # AZ3571
Project Carbon Reduction Program (CRP) Solar Array Project
Location Statewide
Responsible Agency SHA
Description Project consists of the installation of solar canopies at 14 SHA-owned Park & Ride sites to generate renewable energy and reduce emissions.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State CRP		158	32					**190**
PE/FD	State CRP								
RW	State CRP								
CO	State CRP								
Subtotal	State Federal		158	32					**190**
Total			**158**	**32**					**190**

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

Estimated Total Project Cost **190**

STIP # AZ3581

Project Carbon Reduction Program (CRP) Strategic Corridor Monitoring System

Location Statewide

Responsible Agency SHA

Description The project consists of the deployment of cutting-edge vehicle tracking and analysis technologies to establish a robust Strategic Corridor Monitoring system along a critical transportation artery spanning from the I-495/I-95 interchange northeast of DC through Baltimore to north of the I-95/I-695 interchange northeast of Baltimore

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	CRP		562	958					**1,520**
PE/FD	State								
	CRP								
RW	State								
	CRP								
CO	State								
	CRP								
Subtotal	State								
	Federal		562	958					**1,520**
Total			**562**	**958**					**1,520**

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

Estimated Total Project Cost **1,520**

STIP # ZY1171
Project Carbon Reduction Program (CRP) DERQ Deployment
Location Statewide
Responsible Agency SHA
Description Project consists of the deployment of Derq machine learning video analytics technology along corridors not to exceed 20 locations to identify dangerous traffic behaviors and reduce or eliminate traffic crashes.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	CRP		386	629					**1,015**
PE/FD	State								
	CRP								
RW	State								
	CRP								
CO	State								
	CRP								
Subtotal	State								
	Federal		386	629					**1,015**
Total			**386**	**629**					**1,015**

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

Estimated Total Project Cost 1,015

STIP #

Project Carbon Reduction Program (CRP) DERQ Deployment

Location Statewide

Responsible Agency SHA

Description The Carbon Reduction Program (CRP) will reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		558	558	558				**1,674**
	Federal		139	139	139				**417**
PE/FD	State		632	632	632				**1,894**
	Federal		158	158	158				**474**
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	State		1,190	1,190	1,190				**3,570**
	Federal		297	297	297				**891**
Total			**1,487**	**1,487**	**1,487**				**4,461**

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

Estimated Total Project Cost **5,000**

STIP # CO1281
Project MD 16 Mill Creek Bridge Replacement
Location MD 16 at Mill Creek, Williston
Responsible Agency SHA
Description Replacement of existing 1968 bridge

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	60							
	Federal	1,148							
RW	State	1	1	1	1				**3**
	Federal	5	2	2	2				**6**
CO	State	41	76	38					**114**
	Federal	772	1,446	729					**2,175**
Subtotal	State	102	77	39	1				**117**
	Federal	1,925	1,448	731	2				**2,181**
Total		**2,027**	**1,525**	**770**	**3**				**2,298**

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

Estimated Total Project Cost **4,325**

STIP # CO2621
Project MD 404 Smithville Ditch Bridge Replacement
Location MD 404 at Smithville Ditch, Federalsburg
Responsible Agency SHA
Description Replacement of existing 1957 bridge.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	9	4	5	5	5	4		**18**
	Federal	166	69	91	91	91	68		**343**
RW	State	1							
	Federal	5							
CO	State								
	Federal								
Subtotal	State	10	4	5	5	5	4		**18**
	Federal	171	69	91	91	91	68		**343**
Total		**181**	**73**	**96**	**96**	**96**	**72**		**361**

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

Estimated Total Project Cost **3,700**

STIP # DO2011
Project MD 335 (Hooper Islanded) Bridge Replacement over Birch Dam Creek
Location MD 335 (Hooper Islanded) bridge in Dorchester
Responsible Agency SHA
Description Replacement of existing bridge.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	8	11	13	13	13	1		**50**
	Federal	148	200	250	250	250	21		**950**
RW	State	1							
	Federal	5							
CO	State								
	Federal								
Subtotal	*State*	*9*	11	13	13	*13*	*1*		***50***
	Federal	*153*	200	250	250	*250*	*21*		***950***
Total		**162**	**211**	**263**	**263**	**263**	**22**		**1,000**

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

Estimated Total Project Cost 6,200

STIP # QA1841
Project Northbound US 301 Chester River Bridge Replacement
Location US 301 at the Chester River, Millington
Responsible Agency SHA
Description Replacement of existing 1955 bridge, which is rated poor

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	111					1		
	Federal	2,111					21		
RW	State								
	Federal								
CO	State	456	50						**50**
	Federal	8,665	954						**954**
Subtotal	*State*	*567*	50				*1*		***50***
	Federal	*10,776*	954				*21*		***954***
Total		**11,343**	**1,004**				**22**		**1,004**

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

Estimated Total Project Cost **12,347**

STIP # TA2331
Project MD 33 Oak Creek Bridge Replacement
Location MD 33 at Oak Creek, Newcomb
Responsible Agency SHA
Description Replacement of existing 1965 bridge.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	17	7	9	9	9	9		**34**
	Federal	324	130	174	174	174	174		**652**
RW	State	1							
	Federal	5							
CO	State								
	Federal								
Subtotal	*State*	*18*	7	9	9	*9*	*9*		***34***
	Federal	*329*	130	174	174	*174*	*174*		***652***
Total		**347**	**137**	**183**	**183**	**183**	**183**		**686**

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

Estimated Total Project Cost **51,300**

STIP # WO1241
Project MD 367 (Bishopville Road) Bridge replacement over Bishopville Prong
Location MD 367 (Bishopville Road) Bridge in Worcester County
Responsible Agency SHA
Description Replacement of existing bridge.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	10	37	50	25				**112**
	Federal	191	710	941	471				**2,122**
RW	State	1							
	Federal	5							
CO	State								
	Federal								
Subtotal	*State*	*11*	37	50	25				***112***
	Federal	*196*	710	941	471				***2,122***
Total		**207**	**747**	**991**	**496**				**2,234**

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

Estimated Total Project Cost 7,500

STIP # WO4191
Project US 50 Ocean Gateway
Location Bridge No. 2300700 over the Sinepuxent Bay Bridge Replacement
Responsible Agency SHA
Description Replacement of existing bridge.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	145							
	Federal	2,763							
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*	*145*							
	Federal	*2,763*							
Total		**2,908**							

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

Estimated Total Project Cost 3,000

STIP # AW139W

Project Statewide Bridge Inspections

Location Statewide

Responsible Agency SHA

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

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		477	1,328	850				**2,655**
	NHPP		6,768	18,898	12,112				**37,778**
	STBG		2,288	6,332	4,038				**12,658**
PE/FD	State								
	Federal	201							
RW	State								
	Federal	6							
CO	State								
	Federal								
Subtotal	*State*		477	1,328	850				***2,655***
	Federal	*207*	9,056	25,230	16,150				***50,436***
Total		**207**	**9,553**	**26,558**	**17,000**				**53,091**

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

Estimated Total Project Cost 53,300

STIP # AT020F
Project TSMO Education and Outreach
Location Statewide
Responsible Agency SHA
Description SHA internal education program about transportation systems and operations (TSMO) program and latest TSMO systems and technology.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		15						**15**
	STIC		60						**60**
PE/FD	State								
	Federal								
RW	State								
	Federal						10	10	
CO	State								
	Federal								
Subtotal	*State*		15						***15***
	Federal		60						***60***
Total			**75**				**10**	**10**	**75**

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

Estimated Total Project Cost **75**

STIP # AZ023A

Project OMT Geotechnical Asset Management

Location Statewide

Responsible Agency SHA

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

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		50	50	50	50			**200**
	Federal		900	900	900	900			**3,600**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*		50	50	50	*50*			***200***
	Federal		900	900	900	*900*			***3,600***
Total			**1000**	**1000**	**1000**	**1000**			**4,000**

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

Estimated Total Project Cost **4,000**

STIP # AZ02931
Project OMT Pavement Program Management
Location Statewide
Responsible Agency SHA
Description Support for SHA's work to produce system preservation and pavement optimization analysis reports and to inform FHWA and SHA transportation asset management decision-making.

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		110	110	110	110			**440**
	Federal		2,090	2,090	2,090	2,090			**8,360**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*		110	110	110	*110*			***440***
	Federal		2,090	2,090	2,090	*2,090*			***8,360***
Total			**2,200**	**2,200**	**2,200**	**2,200**			**8,800**

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

Estimated Total Project Cost **8,800**

STIP # AZ2932
Project OMT ARAN Pavement Network Condition Data Collection
Location Statewide
Responsible Agency SHA
Description Support for SHA's ARAN data collection of pavement network condition data

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		55	55	55	55			**220**
	Federal		1,045	1,045	1,045	1,045			**4,180**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*		55	55	55	*55*			***220***
	Federal		1,045	1,045	1,045	*1,045*			***4,180***
Total			**1,100**	**1,100**	**1,100**	**1,100**			**4,400**

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

Estimated Total Project Cost **4,400**

STIP # AZ2933
Project OMT Skid Pavement Network Condition Data Collection
Location Statewide
Responsible Agency SHA
Description Support for SHA's collection of pavement data by taking skid measurements

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		40	40	40	40			**160**
	Federal		760	760	760	760			**3,040**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*		40	40	40	40			***160***
	Federal		760	760	760	760			***3,040***
Total			**800**	**800**	**800**	**800**			**3,200**

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

Estimated Total Project Cost **3,200**

STIP # **AZ2934**
Project OMT Fund 77 Pavement & System Preservation Planning
Location Statewide
Responsible Agency SHA
Description Support for SHA rural are project level treatment selection.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		60	60	60	60			**240**
	Federal		1,140	1,140	1,140	1,140			**4,560**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*		60	60	60	60			***240***
	Federal		1,140	1,140	1,140	1,140			***4,560***
Total			**1,200**	**1,200**	**1,200**	**1,200**			**4,800**

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

Estimated Total Project Cost **4,800**

STIP # AW8192

Project Statewide Freight Planning

Location Statewide

Responsible Agency SHA

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

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal		252	336	28				**616**
PE/FD	State								
	Federal								
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*								
	Federal		252	336	28				***616***
Total			**252**	**336**	**28**				**616**

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

Estimated Total Project Cost **700**

STIP # SO1944
Project MD 413 Trail
Location Trail from Marion Station to Westover
Responsible Agency SHA
Description This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities.

Phase Funding		Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029* FY 2030*	FY 2025-2028 STIP Total
PP	State							
	Federal							
PE/FD	State	1,451	27	18	18	4		**67**
	Federal	192	504	339	339	85		**1,267**
RW	State							
	Federal							
CO	State		0	0	311	198		**509**
	Federal		4,052	3,726	5,902	3,771		**17,451**
Subtotal	State	1,451	27	18	329	202		**576**
	Federal	192	4,556	4,065	6,241	3,856		**18,748**
Total		**1,643**	**4,583**	**4,083**	**6,570**	**4,058**		**19,994**

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

Estimated Total Project Cost **21,637**

STIP # TA2951

Project Easton Shop

Location Easton, Talbot County

Responsible Agency SHA

Description Renovation of the vacant laboratory building to become the new maintenance shop and overall site improvements to the Easton Shop facility.

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal								
PE/FD	State	176							
	Federal	3,342							
RW	State								
	Federal								
CO	State	364	462						**462**
	Federal	6,923	8,782						**8,782**
Subtotal	State	540	462						462
	Federal	10,265	8,782						8,782
Total		**10,805**	**9,244**						**9,244**

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

Estimated Total Project Cost 20,100

STIP # AZ3501

Project US 50 from the Bay Bridge to Ocean City

Location From the Bay Bridge to Ocean City

Responsible Agency SHA

Description This project will improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor in the Eastern Shore.

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	9	30	30	30				**90**
	Federal	177	575	575	575				**1,725**
PE/FD	State	4	30	30	30	30			**120**
	Federal	74	575	575	575	577			**2,302**
RW	State								
	Federal								
CO	State			103	119	119	119	60	**341**
	Federal			1,960	2,264	2,270	2,264	1,141	**6.494**
Subtotal	*State*	*13*	60	163	69	*30*	*119*	*60*	***551***
	Federal	*251*	1,150	3,110	3,414	*2,847*	*2,264*	*1,141*	***10,521***
Total		**264**	**1,210**	**3,273**	**3,593**	**2,996**	**2,383**	**1,201**	**11,072**

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

Estimated Total Project Cost 15,000

STIP #

Project Coordinated Highway Action Response Team

Location Statewide

Responsible Agency SHA

Description CHART is SHA's Traffic Incident Management (TIM) Emergency Response program designed to respond to lane-blocking roadway incidents and disabled motorists. It also includes installation of Intelligent Transportation System (ITS) along Interstates, US, and major MD routes. ITS include cameras, traffic detectors, weather sensors, dynamic message signs, web sites, and telecommunication networks.

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State		169	56	46	56	56	56	**327**
	Federal		3,205	1,060	870	1,060	1,060	1,060	**6,195**
PE/FD	State		125	149		176	159	151	**450**
	Federal		2,375	2,836		3,344	2,996	2,869	**8,555**
RW	State								
	Federal								
CO	State		151	96	14	206	116	296	**467**
	Federal		2,863	1,820	273	3,905	2,199	5,618	**8,861**
Subtotal	State		445	301	60	438	330	503	**1,244**
	Federal		8,443	5,716	1,143	8,309	6,255	9,547	**23,611**
Total			**8,888**	**6,017**	**1,203**	**8,747**	**6,585**	**10,050**	**24,855**

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

Estimated Total Project Cost 24,855

STIP # AZ3401

Project The National Electric Vehicle Infrastructure (NEVI) Program Phase 2

Location Statewide

Responsible Agency SHA

Description The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	NEVI								
	STBG (TC)								
PE/FD	NEVI		18	70					**88**
	STBG (TC)		3	13					**16**
	State		1	4					**5**
RW	NEVI								
	STBG (TC)								
CO	NEVI				604	52	52	52	**656**
	Private				151	13	13	13	**164**
Subtotal	NEVI		18	70	604	52	52	52	**744**
	STBG (TC)		3	13					**16**
	State		1	4					**5**
	Private				151	13	13	13	**164**
Total			**22**	**87**	**755**	**65**	**65**	**65**	**929**

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

Estimated Total Project Cost 1,100

STIP # QA2363

Project US 50 Ocean Gateway

Location US 50 and MD 404 grade-separate the intersection

Responsible Agency SHA

Description This project will improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor in the Eastern Shore.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State Federal								
PE/FD	State Federal	29 542							
RW	State Federal								
CO	State Federal								
Subtotal	State Federal	*29* 542							
Total		**571**							

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

Estimated Total Project Cost **600**

STIP # QA2364

Project US 50 Ocean Gateway

Location US 50 and MD 213 grade-separate the intersection

Responsible Agency SHA

Description This project will improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor in the Eastern Shore.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	78							
	Federal	1,479							
PE/FD	State	25							
	Federal	467							
RW	State	126							
	Federal	2,397							
CO	State								
	Federal								
Subtotal	*State*	*229*							
	Federal	*4,343*							
Total		**4,572**							

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

Estimated Total Project Cost **5,000**

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

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	64							
	Federal	1,224							
PE/FD	State	23							
	Federal	428							
RW	State								
	Federal								
CO	State								
	Federal								
Subtotal	*State*	*87*							
	Federal	*1,652*							
Total		**1,739**							

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

Estimated Total Project Cost **2,000**

STIP # AZ0237

Project STIC Incentive Program

Location Statewide (Non-MPO Areas)

Responsible Agency SHA

Description The State Transportation Innovation Council incentive program includes the implementation and development of condition-based asset management procedure grants provided by USDOT-FHWA

Phase	Funding	Previous FYs	STIP FY 2025	STIP FY 2026	STIP FY 2027	STIP FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State	32	86						86
	Federal†	2	5						5
PE/FD	State								
	Federal†								
RW	State								
	Federal†								
CO	State								
	Federal†								
Subtotal	*State*	*32*	*86*						*86*
	Federal†	*2*	*5*						*5*
Total		34	91						91

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

Estimated Total Project Cost **100**

STIP # AZ2971
Project Workforce Development
Location Statewide (Non-MPO)
Responsible Agency SHA
Description A skills training and supportive service initiative that seeks to address Maryland's workforce needs in highway and capital transit construction and transportation construction, generally.

Phase	Funding	Previous FYs	STIP FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*	FY 2025-2028 STIP Total
PP	State								
	Federal†		4,000						4,000
PE/FD	State								
	Federal†								
RW	State								
	Federal†								
CO	State								
	Federal†								
Subtotal	*State*								
	Federal†		*4,000*						*4,000*
Total			4,000						4,000

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

Estimated Total Project Cost **4,000**

APPENDIX J – National and State Performance Management Goals

MDOT Performance

In addition to its long-standing efforts to measure progress, as documented in the State's Long-Range Transportation Plan called the "Playbook", Annual Attainment Report (AR), and the Managing for Results (MFR) Report, MDOT has established performance targets for safety, infrastructure condition, system performance, congestion mitigation, and air quality for the State of Maryland, as required by the Federal Transportation Performance Management (TPM) Program.

Several federal formula funding programs, some established by MAP-21 and some by the Bi-Partisan Infrastructure Law, including National Highway Performance Program (NHPP), Surface Transportation Program Block Grant (STPBG), Safety (HSIP), Railway-Highway Crossing Program, Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), Federal Transit Administration (FTA) programs, Planning (SPR/PL), National Highway Freight Program (NHFP), Carbon Reduction Program (CRP), and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, are intertwined with the TPM program in that a) there can be financial penalties assessed to the DOT in instances where prescribed minimum levels of performance are exceeded and 2) for some performance measures, targets are the quantified based on the estimated benefits associated with projects programmed with these funds. MDOT strategically selects and programs projects that will aid in moving the needle and implements innovative and dynamic investment, programmatic, and system preservation strategies in order to achieve targeted levels of performance.

Highway Safety

Maryland's Vision Zero law sets a goal of zero vehicle-related deaths or serious injuries on State roadways by the year 2030. Vision Zero is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety.

MDOT establishes Highway Safety Performance Targets for Maryland, see Figure 1, on an annual basis in the Highway Safety Improvement Program (HSIP) Annual Report to the Federal Highway Administration (FHWA).

Maryland leaders continue to build partnerships with government agencies, private citizens, traditional safety advocates, and nontraditional partners to strengthen State and local efforts to improve the safety of our transportation system for all users. MDOT collaborates with MPOs to set regional safety targets and foster a commitment by State, Municipalities, and Local Public Agencies to partner to address safety Statewide.

MDOT documents its performance targets, safety initiatives and strategies developed in coordination with partners to address safety in several plans and reports, including: the Maryland 2021-2025 Strategic Highway Safety Plan (SHSP), the Highway Safety Improvement Program (HSIP) Annual Report, the 2050 Maryland Transportation Plan in support of MDOT's long-term goals for performance management and project programming, and the MDOT Annual Attainment Report on Transportation System Performance.

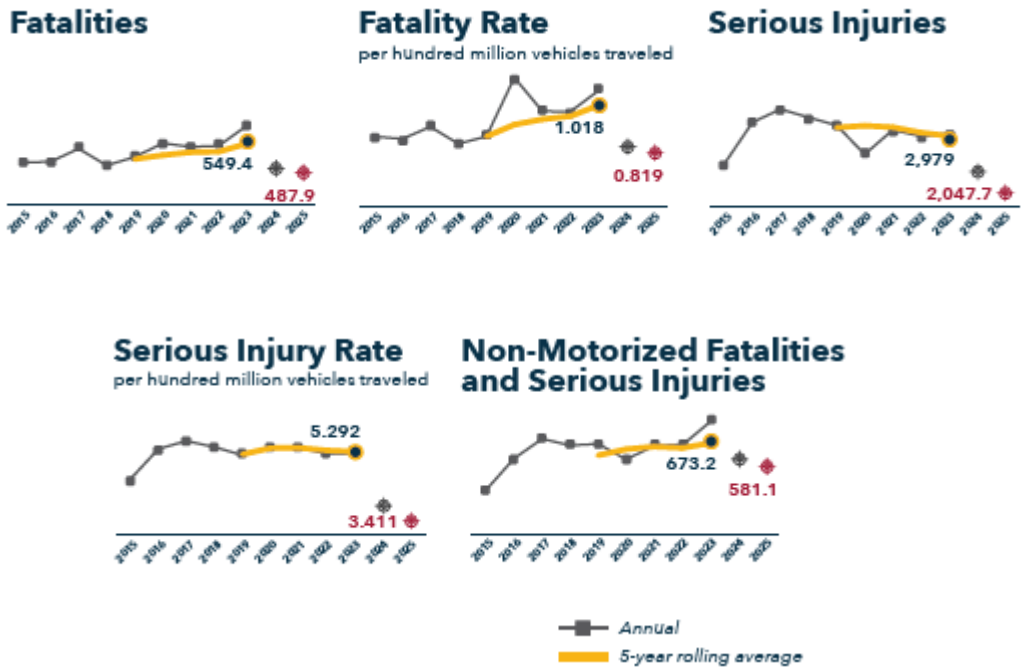


Figure 1. Maryland Safety Performance Targets, August 2024

Infrastructure Condition

The National Highway System (NHS) continues to be our most critical connector to life's opportunities. MDOT is committed to providing reliable and equitable transportation solutions to Maryland's traveling public. To honor these commitments, MDOT implement sound asset management principles in our work. Asset management helps us preserve and improve the existing highway system through efficient maintenance and delivery of safety, mobility, and capital improvement projects. With the implementation of our central operations Asset Management Program, MDOT is equipped to lead by example.

The 2022 Maryland Transportation Asset Management Plan (TAMP), certified by the Federal Highway Administration (FHWA), outlines short term bridge and pavement condition performance targets and long-term performance objectives as part of a performance-based approach to asset management using performance measures to assess system performance, identify needs, and develop investment priorities. Infrastructure condition targets, see Figure 2, for the National Highway System (NHS) in Maryland were developed through an iterative, collaborative process which included monitoring performance trends, analyzing life cycle plans, and reevaluating future performance projections in partnership with the partner owners of NHS bridge and pavement assets, including:

- National Park Service
- United States Army Corps of Engineers
- Department of Natural Resources
- County Governments
- Municipalities
- Local Park Commissions

The TAMP serves as a tactical blueprint for all partner owners of NHS assets to work together to achieve the performance objectives through lifecycle management strategies. In the short term, they will monitor progress toward achievement of the 2- and 4- year performance targets to assess how the STIP is implementing the TAMP. In addition, the information compiled through each year's review of investment information to support the annual consistency determination will demonstrate how the State is implementing the TAMP. With this information, MDOT's State Highway Administration will determine whether adjustments to planned investments in the STIP will be needed to implement the TAMP to help Maryland achieve its performance targets and long-term performance objectives.

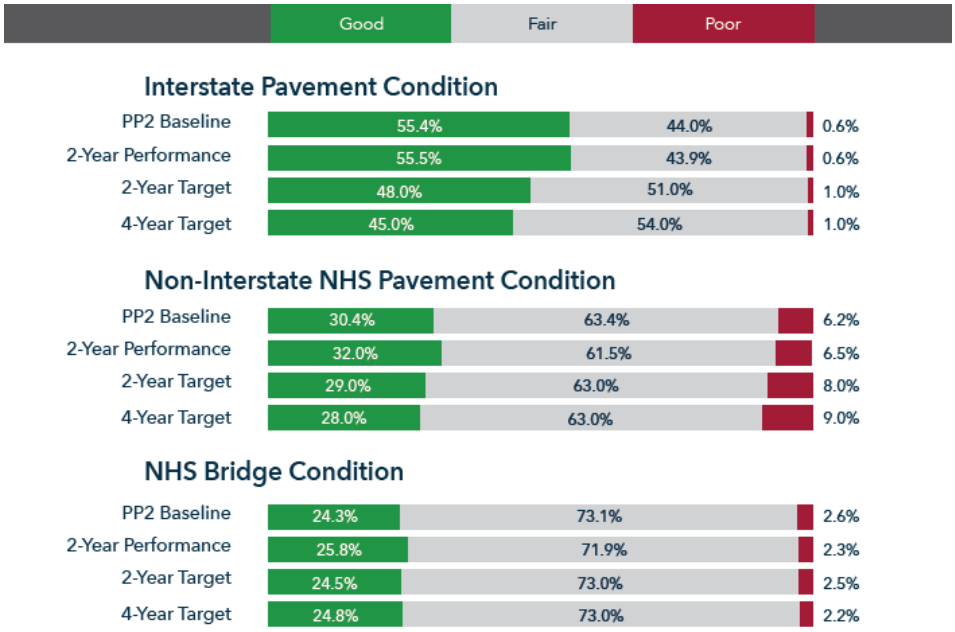


Figure 2. Maryland Infrastructure Condition Performance Targets, October 2024

System Performance, Congestion Management, and Air Quality

System Performance and Freight Movement performance targets were established using a novel forecasting methodology that relates segment-level roadway capacity and traffic volume to reliability performance to forecast future performance as roadway volumes and capacities change, see Figure 3.

MDOT SHA addresses mobility and reliability through comprehensive improvement efforts, including some of which are guided by the State Freight Plan (2022 Update), identified in the Annual CTP, and tracked in the annual Mobility Report. Regional and corridor level efforts; pre-planning and planning efforts; and operational and capital activities are targeted with the MPOs and local jurisdictions to improve vehicle and freight movement on the Interstate System.

MDOT continues to prioritize incident management through programs like The Coordinated Highways Action Response Team (CHART) which cleared thousands of incidents on the NHS to help ensure consistent mobility. Signal retiming and timing reviews across the network have contributed to millions of dollars in annual user savings.

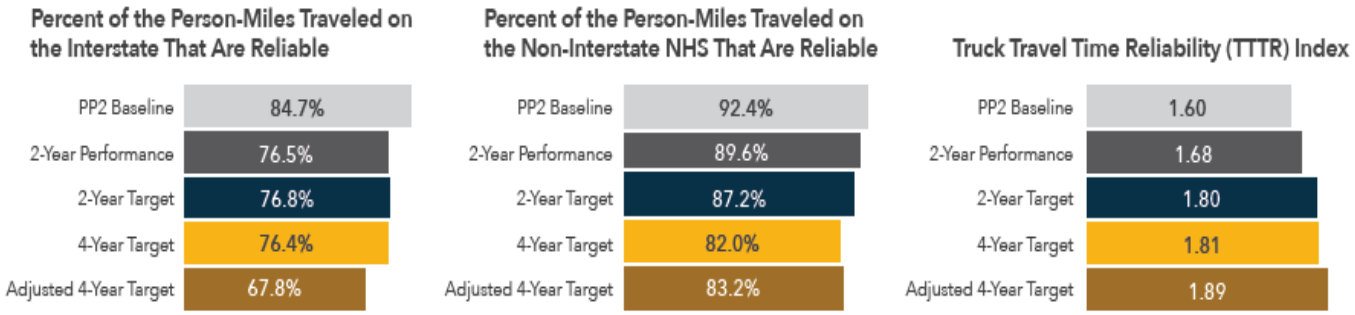


Figure 3. Maryland System Performance Targets, October 2024

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

MDOT and urbanized area partners have made the commitment to managing this congestion, implementing programs like the Guaranteed Ride Home, a free commuter insurance program for commuters who use public and alternative modes of transportation
within the Baltimore and Washington D.C. Metropolitan Areas. The program Offers up to 4
free rides home per year when usual transportation options are limited.

MDOT continues to promote Commuter Choice Maryland, which encourages commuters to explore and use alternate means of transportation to and from work, giving them
travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work schedules. All of these options help to reduce commuter stress, reduce congestion and conserve energy.

Transit Apps like the CharmPass Mobile Ticketing app allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC
Train, and Commuter Bus Services.

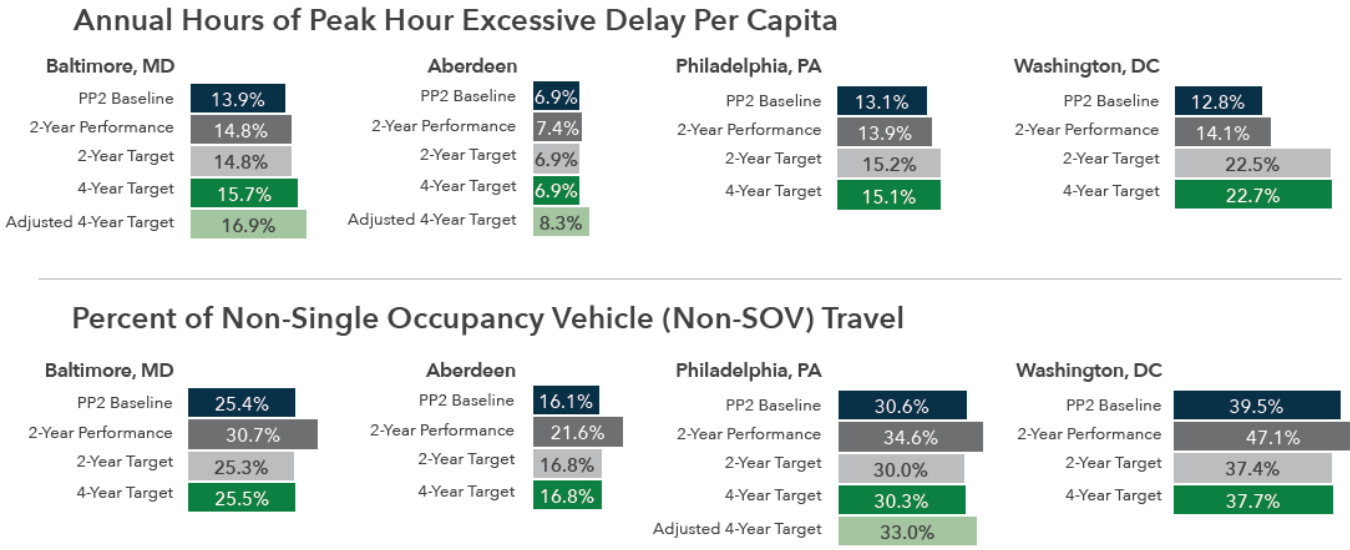


Figure 4. Congestion Performance Targets, October 2024

The on-road mobile source emissions targets, see Figure 5, were developed by the Office of Planning and Capital Programming at the MDOT Secretary's Office by evaluating projected emissions benefits expected from programmed future Congestion Management and Air Quality (CMAQ) Projects.

In accordance with Map-21/FAST Act regulations, the Baltimore Regional Transportation Board (BRTB), National Capital Region Transportation Planning Board (TPB), and the Wilmington Area Planning Council (WILMAPCO) as part of the Delaware Valley Region Planning Council transportation management area MPOs are required to draft Congestion Management Process document, bi-annually. The Congestion Management Process (CMP) monitors the transportation network to determine the locations and sources of congestion in the TMAs, and identifies and implements strategies that alleviate congestion.
All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each applicable MPO.

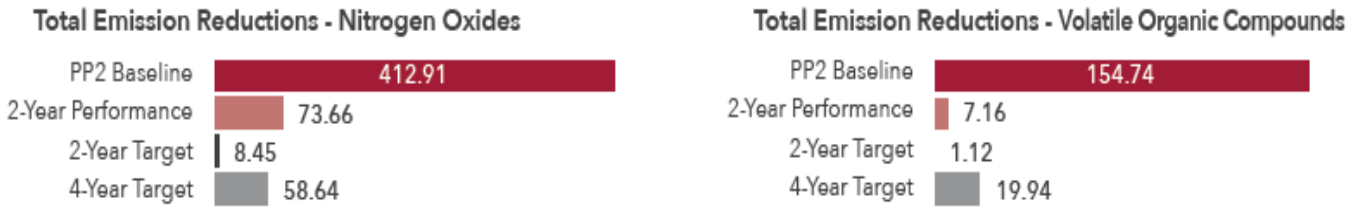


Figure 5. Maryland Air Quality Performance Targets, 2024

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

Transit Asset Management

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

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

FTA-Required Performance Measures by Asset Category (MDOT MTA TAMP, 2019)

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

NTD Performance Targets and Actuals (2018-2021)

Asset Category	NTD Asset Class	ULB	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)	2021 Target (%)
Rolling Stock (Revenue Vehicles)	AB – Articulated Bus	12	0	0	0	0	0	0
	AO – Automobile	8	0	4.4	0	100	100	60
	BR – Over-the-road Bus	14	0	0	0	0	0	0
	BU – Bus	12	0	0	16.8	6.8	7.4	4.1

	CU – Cutaway	10	42.36	0	42.4	33.6	20.8	9.4
	HR – Heavy Rail Passenger Car	31	100	88.9	100	100	100	100
	LR – Light Rail Vehicle	31	0	0	0	0	0	0
	MV – Minivan	8	0	0	100	0	N/A	N/A
	RL – Commuter Rail Locomotive	39	13.04	0	0	0	0	0
	RP – Commuter Rail Passenger Coach	39	0	0	0	0	0	0
Equipment (Non-Revenue Vehicles)	Automobiles	8	32.88	47	54	59	80	80
	Trucks and Other Rubber Tire Vehicles	7	49.13	54.4	34	37	34.7	35.4
	Steel Wheel Vehicles	11	27.27	61.1	38	38	44.4	55.5
Facilities	Passenger / Parking Facilities	N/A	55.14	50	44	44	36	34
Asset Category	**NTD Asset Class**	**ULB**	**2018 Performance (%)**	**2019 Target (%)**	**2019 Actuals (%)**	**2020 Target (%)**	**2020 Actuals (%)**	**2021 Target (%)**
	Administrative / Maintenance Facilities	N/A	5	50	15	13	36	27
Guideway	CR – Commuter Rail	N/A	43.51	3.5	0	0	0	0
	HR – Heavy Rail	N/A	40.19	3.5	6.7	11	1	3.1

LR – Light Rail	N/A	38.89	5.8	14.4	15.2	8.8	8.9

LOTS (Tier-2) Performance Measures and Actuals

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

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

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

Asset Category	NTD Asset Class	2018 Performance (%)	2019 Target (%)	2019 Actuals (%)	2020 Target (%)	2020 Actuals (%)
Rolling Stock (Revenue Vehicles)	BU – Bus	23	13	17	12	26
	CU – Cutaway	11	11	17	15	27
	Automobile	27	39	33	33	27
	Van	45	35	30	26	27
	Ferry Boat	0	50	0	0	67
Asset Category	**NTD Asset Class**	**2018 Performance (%)**	**2019 Target (%)**	**2019 Actuals (%)**	**2020 Target (%)**	**2020 Actuals (%)**
Equipment	Non-Revenue Vehicles	20	15	30	38	37
Facilities	Administrative/Maintenance	12	24	4	4	0
	Passenger/Parking	0	25	0	0	0

*Useful life benchmarks were updated in FY20 for vehicle assets

Public Transportation Agency Safety Plans (PTASP)

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

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

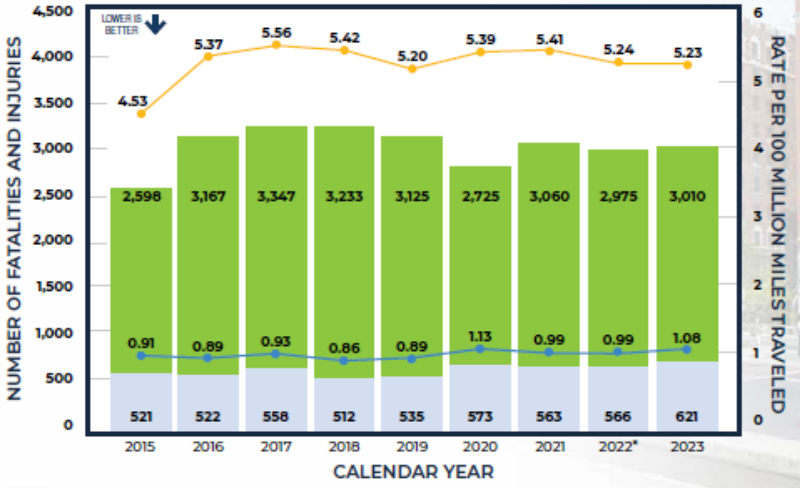
Annual Attainment Report

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

Objective: Reduce the Number of Lives Lost and Injuries Sustained on Maryland's Transportation System

FACING CHALLENGES

ANNUAL NUMBER OF FATALITIES ON ALL MARYLAND PUBLIC ROADS & ANNUAL NUMBER OF SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

*Data have been revised from previous report.

What Is the Trend?

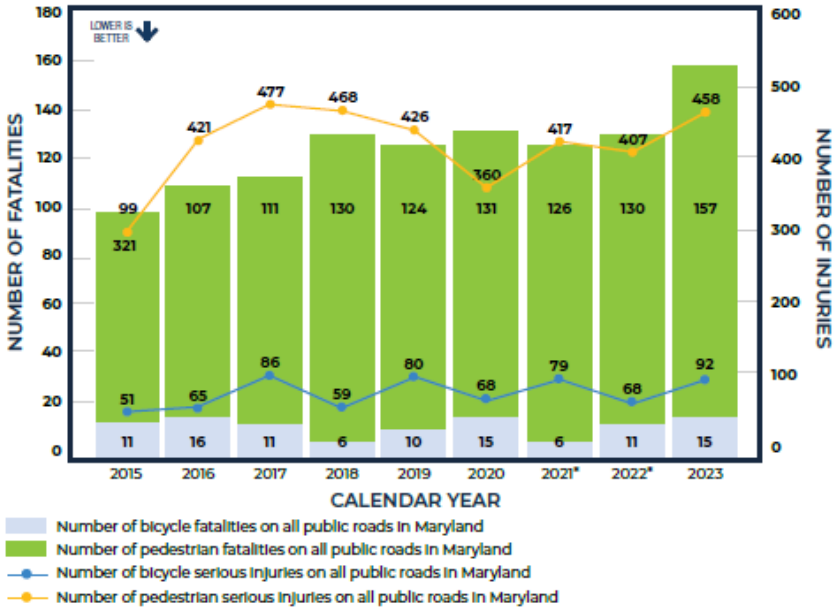
- Traffic fatalities rose materially by 9.7% to 621 in 2023 from 566 in 2022. The fatality rate rose by 8.6% from 0.99 to 1.08, while Vehicle Miles Traveled (VMT) increased by only 1.3%. Overall, serious injuries remained stable with only a 1.1% increase in 2023 compared to 2022.
- In June 2023, the MVA Maryland Highway Safety Office (MHSO) conducted its annual seat belt survey at 140 sites, observing 50,358 vehicles. The survey showed a slight decrease in seat belt usage to 92.1% from 92.7% in 2022. Unrestrained occupant fatalities fell to 115 from 146 in 2022, but the number of unknowns increased from 39 to 74, indicating issues with crash report data. Despite some long-term progress, almost 10% of Maryland drivers remain unrestrained and almost half of those killed in crashes were not wearing seat belts. Research indicates that if 100% of occupants had been restrained in 2023, an estimated 52 lives could have been saved.

What Are Future Strategies?

- MDOT will employ a comprehensive strategy that integrates data collection, analysis and evaluation to address critical issues such as distracted and impaired driving, roadway environment, occupant protection and pedestrian and bicycle safety. MDOT plans to enhance enforcement, promote safety through outreach and media campaigns and support legislative and technological advancements, in conjunction with engineering and infrastructure improvements. Additionally, MHSO is researching police discretion in traffic stops to adapt enforcement strategies. Some jurisdictions are increasing automated enforcement, a strategy that MHSO is studying for effectiveness.
- In September 2024, Governor Moore announced $13.3 million in federal highway safety grants to 87 organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.
- MDOT monitors fluctuations in traffic safety and strives to prevent injuries and fatalities through the Maryland SHSP. In 2021, MDOT launched the 2021-2025 SHSP, outlining strategies to reach this goal. MDOT will update the SHSP for 2026-2030, incorporating the Safe Systems Approach.

ANNUAL NUMBER OF BICYCLE AND PEDESTRIAN FATALITIES AND SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS

FACING CHALLENGES



TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

What Is the Trend?

- In 2023, 621 people were killed, including 157 pedestrians and 15 bicyclists, an increase compared to 2022 with 566 fatalities, including 130 pedestrian and 11 bicyclists. Both pedestrian and bicycle serious injuries also increased in 2023, with bicycle serious injuries peaking at 92, the highest over the last nine years.
- MDOT is advancing pedestrian and bicycle infrastructure projects through the Pedestrian Safety Action Plan (PSAP), on US 1 (Washington Boulevard), MD 410 (East West Highway), and has made notable improvements on Old Georgetown Road.
- SHA's Pedestrian and Bicyclist Fatalities Infrastructure Review, which began in April 2023, evaluates fatal crashes to identify factors like road design and conditions, supporting innovative safety measures where standard solutions fall short. The results are posted online for the public to view in an interactive map.

What Are Future Strategies?

- In September 2024, Governor Moore announced 16 million in grants for 36 bicycle, pedestrian and trail projects across Maryland. The grants will benefit 36 projects, from the retrofitting of a trail-highway crossing to new bike paths and pedestrian improvements in school zones, including $13.9 million in federal funding awarded to 26 projects through the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP) and $2.1 million in State funding for 10 projects through the Kim Lamphier Bikeways Network Program.
- MHSO continues to work with metropolitan planning organizations (MPOs) in Maryland to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Baltimore Metro) and Street Smart (Washington Metro).
- Several Maryland localities received about $4 million in U.S. Department of Transportation (USDOT) Safe Streets for All (SS4A) grants Rounds 1 and 2, including Garrett County, City of Annapolis, City of College Park, City of Greenbelt, City of New Carrollton, City of Takoma Park, Laurel City, Montgomery County, Town of La Plata, Town of Perryville and University of Maryland in College Park.
- MDOT is implementing the new Complete Streets Policy adopted in 2024 first by administering training and engaging stakeholders. The PSAP also will continue to be put into action, with the first five PSAP Corridors currently underway and eight more chosen for Round 2.

FREIGHT ORIGINATING AND TERMINATING IN MARYLAND BY MODE— TOTAL TONNAGE AND TOTAL VALUE*

METHOD FOR MOVING FREIGHT	TOTAL VALUE (MILLIONS) CY 2024***	TOTAL TONNAGE (THOUSANDS) CY 2024***
Air	7,149	70
Multiple Modes & Mail Goods	71,498	6,741
Other**	192	64
Pipeline	9,260	45,438
Rail	13,807	21,004
Truck	318,265	225,613
Water	80,794	52,345
All Freight	500,964****	351,276****

TARGET: NONE

** Source: U.S. Department of Transportation Freight Analysis Framework (FAF5) the FAF version is 5.0, Freight Analysis Framework (FAF) (ornl.gov). FAF 5 is based on 2017 data. This version makes changes from previous versions in that it includes additional modal detail or classification than in the past. Therefore, previous FAF assessments cannot be accurately compared as value and tonnage may be attributed to different modes in previous versions. It is important to point out that FAF data are estimates and combinations of various data sources to identify what might be tonnage and value by mode for each State and zone in the nation. There is no source that provides a single verified number.*

*** Category "Other" includes movements not elsewhere classified such as flyaway aircraft, in and out of foreign trade zones and shipments for which the mode cannot be determined as stated in the documentation for the FAF5.*

**** CY 2024 data are preliminary and subject to change.*

***** Totals are slightly off when adding due to rounding.*

What Is the Trend?

- Freight value in Maryland has continued to increase since the pandemic when it decreased between 2019 into 2020. Since 2020, value estimates increased to or near pre-pandemic values except in air cargo. Significant increases in values occurred in the categories of other and unknown freight, water and multiple modes and mail.
- The value of freight transported by water is calculated by MPA and the US Army Corps of Engineers. The Port was experiencing significant increases in cargo, which is expected to decrease this year with the collapse of the Key Bridge in March 2024.
- Freight with the highest value in, out and through Maryland travels by truck followed by water then multiple modes and mail.

What Are Future Strategies?

- MPA will support freight movement by leveraging federal and State funding sources along with partnering with private sector shippers, logistics, manufacturing, retail and distribution businesses to increase goods movement within, into and out of Maryland.

ANNUAL PERSON HOURS OF DELAY AND TRAVEL TIME RELIABILITY ON MARYLAND PUBLIC ROADS

FACING CHALLENGES

TRUCK HOURS OF DELAY AND TRUCK RELIABILITY ON MARYLAND PUBLIC ROADS

TARGET: 2030: 202 MILLION HOURS; 2050: 201 MILLION HOURS

Data have been revised from previous report.
***2024 data are projected and subject to change.*

TARGET: 2030: 5.3 MILLION HOURS; 2050: 5.3 MILLION HOURS

**2024 data are projected and subject to change.*

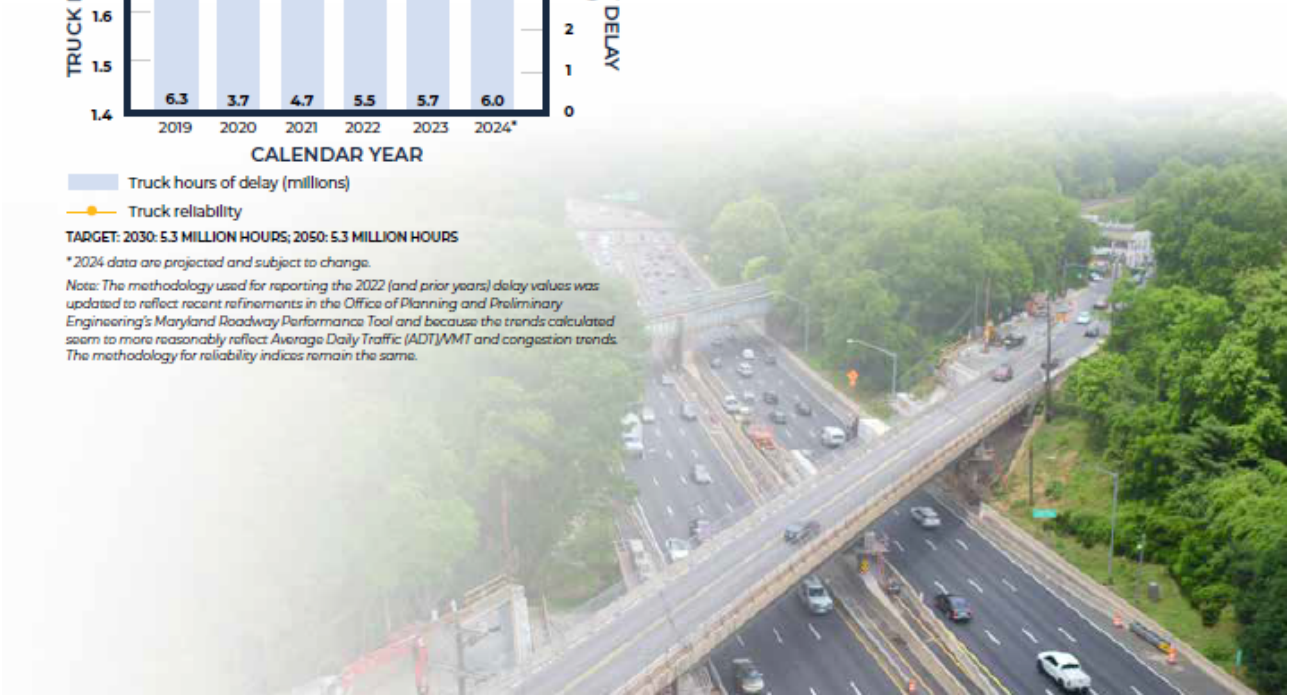
Note: The methodology used for reporting the 2022 (and prior years) delay values was updated to reflect recent refinements in the Office of Planning and Preliminary Engineering's Maryland Roadway Performance Tool and because the trends calculated seem to more reasonably reflect Average Daily Traffic (ADT)/VMT and congestion trends. The methodology for reliability indices remain the same.

What Is the Trend?

- Gradual increases in person hours of delay seem to correlate with the post-pandemic increase of Vehicle Miles Traveled (VMT) starting in 2021. However, it is estimated that delay will continue to increase at a slower rate due to more travel outside of peak hours and VMT increasing more slowly.

What Are Future Strategies?

- MDOT is working on the Transportation Systems Management and Operations (TSMO) project on I-695 (Baltimore Beltway) from I-70 to MD 43 (White Marsh Boulevard) in Baltimore County to reduce congestion and delay and increase reliability of travel within the project area.
- MDOT is deploying Intelligent Transportation System (ITS) technology where deemed appropriate, such as the US 50 corridor from the Bay Bridge to the Eastern Shore to increase travel reliability.
- The 2022 State Freight Plan identified projects for initial National Highway Freight Program funding to improve freight movement in the State.



OVERALL ACCEPTABLE PAVEMENT CONDITION

ON TARGET

TARGET: 2030: 90%; 2050: 95%

TARGET: 2030: 20 YEARS; 2050: 20 YEARS

*"Acceptable" pavement condition includes pavements in both "Fair" and "Good" condition.

**Remaining Service Life represents condition on a scale of 0 to 50 years, where 0 years is "Poor", "Fair" is 0 to 20 years, and "Good" is 20 to 50 years.

What Is the Trend?

- It is expected that the percentage of pavements in "Acceptable" condition will decline from 91% in 2023 to 82% after 2027, with the Remaining Service Life deteriorating from 17 years to 15 years.
- Since the percentage of "Poor" pavements is expected to double due to potential budget shortfalls, it likely will cost exponentially more to restore pavements to a state of good repair as a result of more pavements needing costly reconstruction.
- In 2023, SHA resurfaced about 5.1% of its pavement network, and preventive maintenance covered an additional 10.2% of the network, both slightly higher than reported in 2022.

What Are Future Strategies?

- SHA continues to increase the use of non-traditional and innovative pavement preservation treatments to extend the service life of SHA roadways at the lowest possible cost.

NUMBER OF ALL MARYLAND BRIDGES THAT ARE IN POOR CONDITION*

ON TARGET

TARGETS: 2030: 30; 2050: 50

*2024 data are preliminary and subject to change.

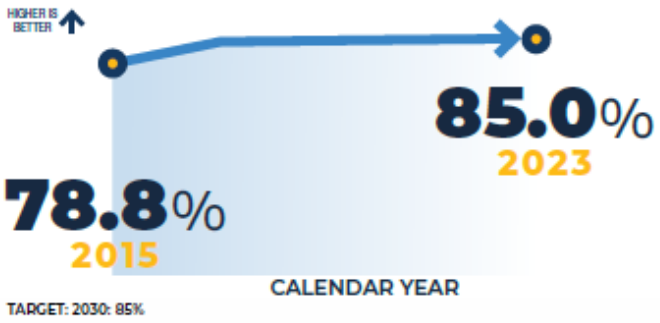
What Is the Trend?

- SHA recorded 22 poor rated bridges during their annual condition submission to FHWA in March 2024, a big reduction since 2015. This success can be attributed to the efficient use of federal funds for current bridge replacement projects and the successful bridge rehabilitation and preservation program.
- SHA continued the bridge rehabilitation and preservation program to address bridges rated as "poor" or "fair" to bring them into a state of good repair and minimize the number of bridges that would achieve a poor rating without rehabilitation.

What Are Future Strategies?

- SHA will use National Bridge Element data analysis to refine the current Bridge Asset Lifecycle Management Plan. The analysis results in combination with the National Bridge Inventory ratings will refine state of good repair definitions for each bridge in the inventory.
- In August 2024, MDOT received $1.6 million under FHWA's Bridge Replacement Program to support a Planning and Environmental Linkages Study of the I-68 Viaduct in Cumberland.
- SHA will continue to advertise bridge rehabilitation and replacement projects to advance the bridge program. "Poor"–rated bridges such as the Capital Beltway in Prince George's County (I-495/95) and I-70 through Hagerstown and other high-volume roadways will be prioritized. A Large Bridge Program will continue to be developed to rehabilitate and replace larger bridges.

PERCENTAGE OF THE MARYLAND STATE HIGHWAY NETWORK IN OVERALL PREFERRED MAINTENANCE CONDITION



What Is the Trend?

- The overall preferred maintenance condition of the Maryland State highway network has remained steady at 85% in the last year, with an 84% average for the last 10 years.
- Some of the highway improvement projects completed in the past year include:
  - US 40 (Pulaski Highway) replacement and widening of bridge decks and superstructures over Little Gunpowder Falls and Big Gunpowder Falls.
  - MD 500 (Queens Chapel Road), from MD 208 (Hamilton Street) to Eastern Avenue, construction of landscaped median with sidewalk and crosswalk improvements.
  - MD 100 (Paul T. Pitcher Memorial Highway), from Howard County Line to MD 170, roadway safety and resurfacing improvements.

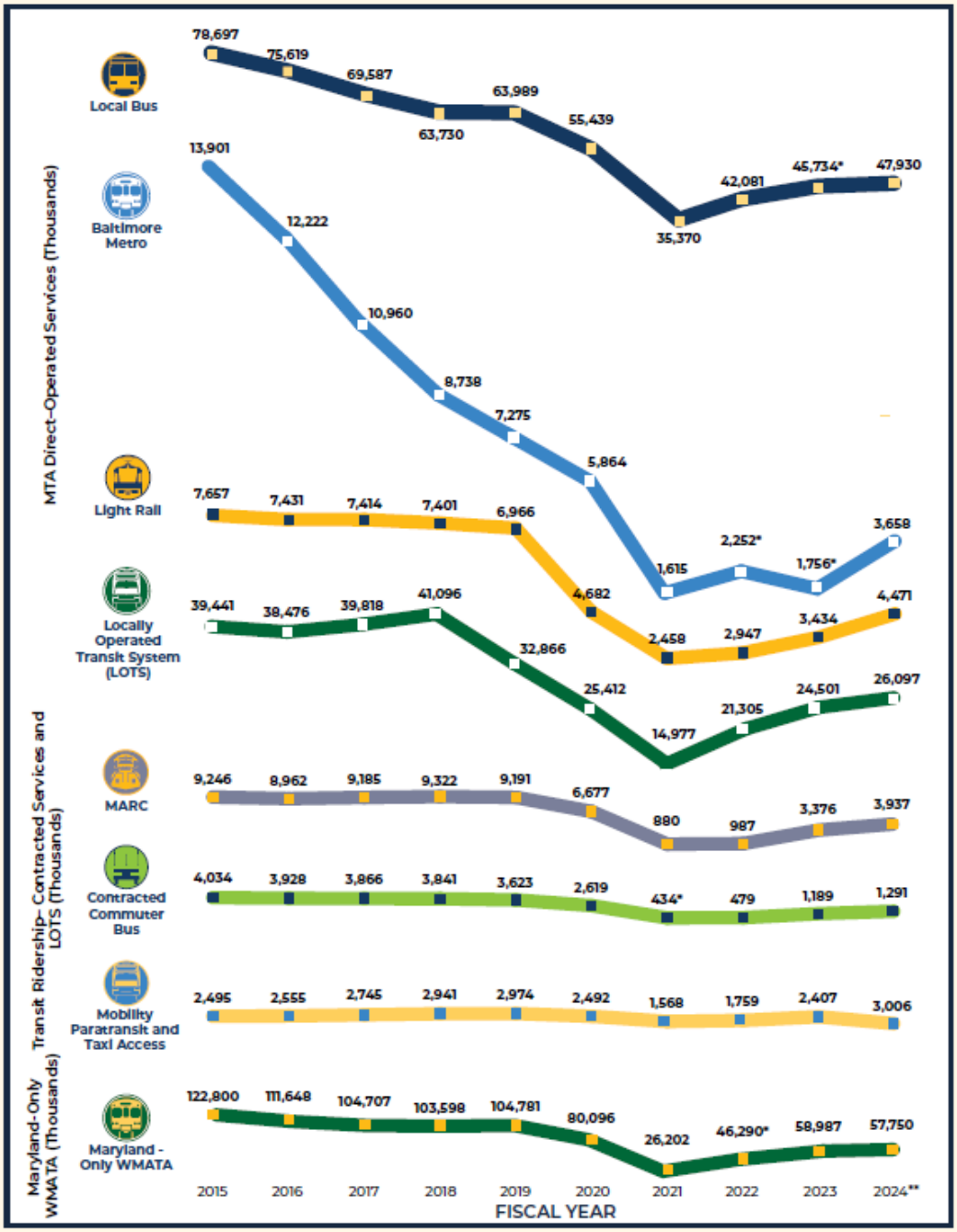
What Are Future Strategies?

- SHA is investing in a new asset management system that will track individual assets at a more granular level. The new system will allow SHA to allocate funding properly based on a pragmatic/individual asset approach as opposed to a customer-based view of a roadway segment.

Objective: Increase Transit Use, Active Transportation, and Transit-Oriented Development (TOD)

MAKING PROGRESS

ANNUAL TRANSIT RIDERSHIP (THOUSANDS)



TARGET: OVERALL INCREASE

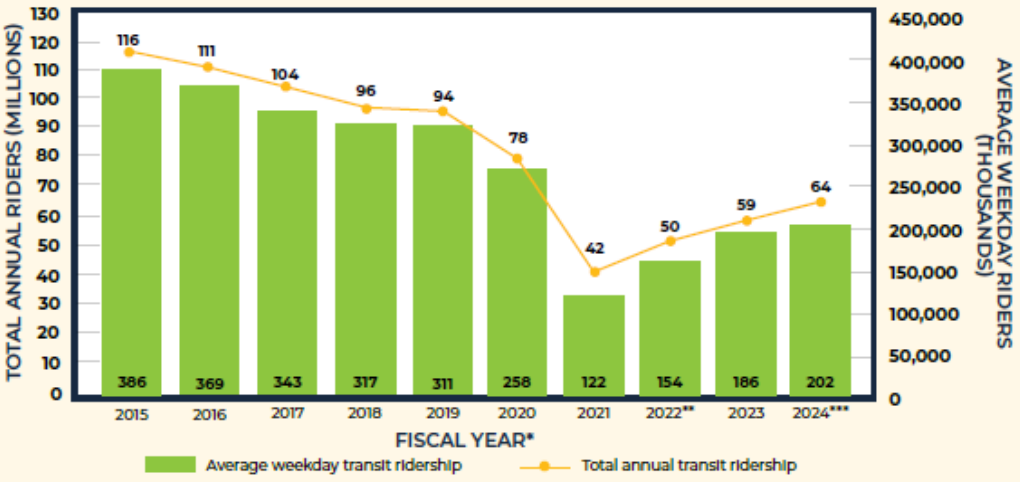
** Data have been revised from previous report.*

*** 2024 data is preliminary and subject to change.*

**** This measure includes Metrorail, Metrobus and MetroAccess.*

Note: Ridership is based on Unlinked Passenger Trips, which are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

MTA AVERAGE WEEKDAY TRANSIT RIDERSHIP



MAKING PROGRESS

TARGET: OVERALL INCREASE

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

*** 2022 total annual ridership has been revised from previous report.*

**** 2024 data are preliminary and subject to change.*

What Is the Trend?

- In FY 2024, MTA saw overall ridership improve across all modes and the trend is expected to continue in future years. MTA predicts increases in rider usage across all modes as pandemic-related impacts continue to abate. Increased ridership in the future will equilibrate this measure to be more consistent with pre-pandemic trends. In light of commuting patterns showing a decrease in transit commuters in the previous measure, this may point to transit being used more often for non-work trips. Additionally, the ACS commute mode share data is from 2023, which is older than the more up to date FY 2024 MTA ridership data.
- Out of the top 25 US transit agencies based on daily ridership between January and August, MTA had the largest year-over-year change (11.5%) between 2023 and 2024.
- Maryland-only WMATA ridership decreased steadily from 122.8 million in FY 2015 to a low of 26.2 million in FY 2021 due to the pandemic but has since seen a gradual recovery. However, FY 2024 ridership of 57.7 million shows a 2.1% decrease from FY 2023.
- The slower rate of recovery compared to the initial decline points and toward the transportation landscape that may have changed permanently due to shifts in work patterns and travel behavior.

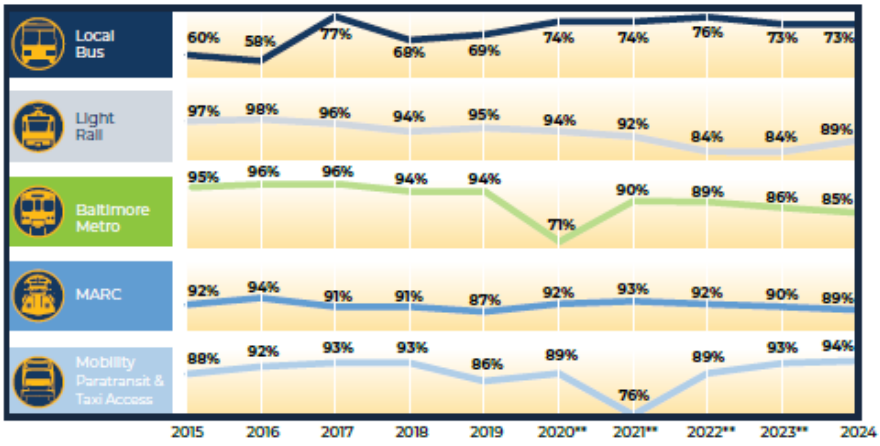
What Are Future Strategies?

- In June 2023, Governor Moore announced the re-launch of the Red Line project, a proposed premium transit corridor between Woodlawn, downtown Baltimore and Bayview. Light Rail was selected to advance to a detailed environmental study and ultimately apply to enter the Federal Transit Administration (FTA) Capital Investments Grants program.
- MDOT, in partnership with the Maryland Economic Development Corporation, announced the Penn Line TOD Strategy Plan, which presents recommendations for the development of 170 acres of undeveloped State-owned land around Penn Line stations.
- MTA continues to advance construction on the Purple Line, a 16-mile light rail line from New Carrollton to Bethesda and is now more than 65% complete, and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027.
- MTA continues to add new routes strategically, such as the QuickLink 40, to boost service usage among riders. MTA continues to interface with its riders to understand better how they can develop service around their needs and demands.
- MTA received $20 million in federal grants for the Mondawmin Mobility Hub and $8.8 million for the Penn-Camden Connector.
- WMATA continued work on the Better Bus Network Redesign, which will develop a new regional bus network that serves customer needs better and regional goals by being fast, frequent, reliable and easier to understand.

Objective: Minimize Travel Delays and Improve Reliability and Quality

FACING CHALLENGES

PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON-TIME



TARGET: 2030: 99% FOR ALL EXCEPT LOCAL BUS; 2050: 90%

**MARC and Metro data have been revised from previous report.*

*** 2020, 2021, 2022 and 2023 data have been revised from previous report.*

What Is the Trend?

- In 2024, on-time performance (OTP) for Light Rail experienced substantial improvement, increasing from 84% in 2023 to 89% in 2024, while OTP for Baltimore Metro and MARC decreased by 1%.
- MDOT signed framework agreements with Delaware and Virginia to expand Maryland Area Rail Commuter (MARC) train service north and south and improve regional connectivity.
- MTA offers a free subscription to the Transit Royale version of its transit app, which includes access to upcoming departures for transit lines, route maps and vehicle tracking.
- Starting summer 2024, SHA, WMATA and the Montgomery County Department of Transportation teamed up to create bus-only lanes along Georgia Avenue in Montgomery County. This pilot project, which ran through December 2024, increased bus speeds by as much as 16%.

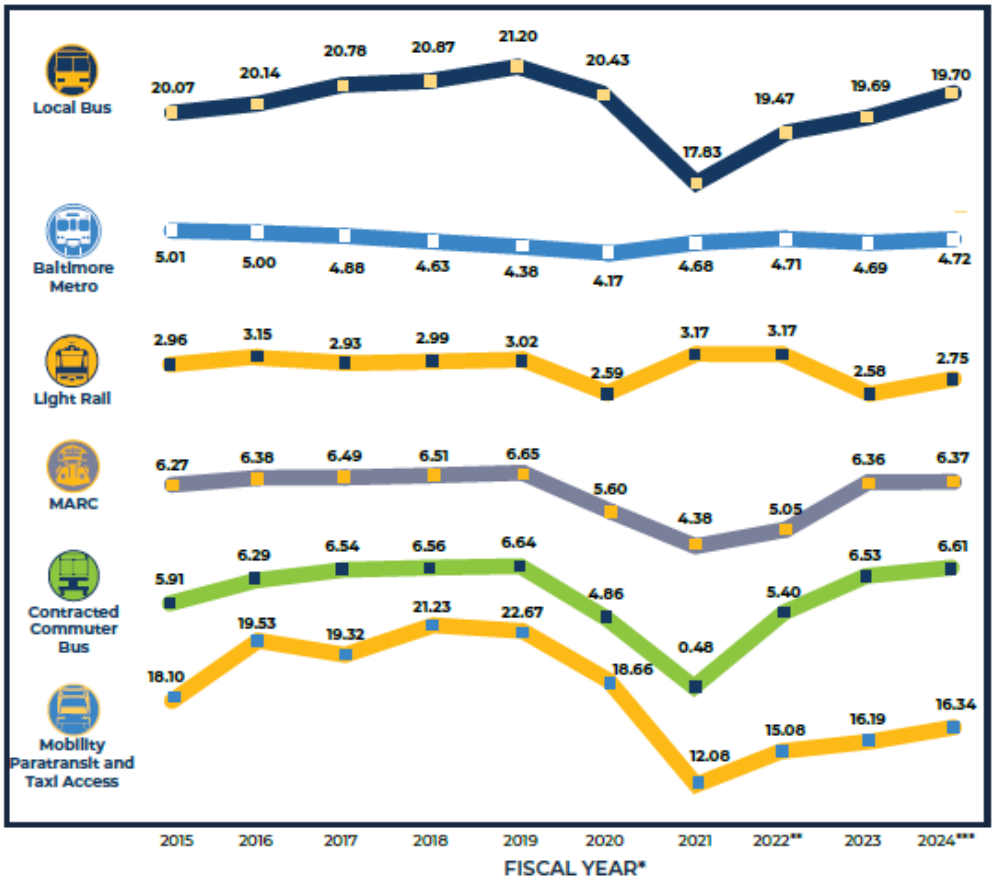
What Are Future Strategies?

- MTA utilizes real-time data to assess the performance of its vehicles while in service to help build better routes and operator schedules.
- MTA received a $213 million Rail Vehicle Replacement grant award to replace each Light Rail car in the fleet with a modern, low-floor vehicle allowing for easier and more accessible boarding.

ANNUAL REVENUE VEHICLE MILES OF MTA SERVICE PROVIDED*

MAKING PROGRESS

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



TARGET: OVERALL INCREASE

**All units are revenue miles (millions). Excludes Locally Operated Transit Systems (LOTS) and WMATA.*
*** 2024 data are preliminary and subject to change.*

What Is the Trend?

- The annual revenue vehicle miles of MTA service is now operating near pre-pandemic levels across all transit modes and has been increasing overall since 2021. The exceptions are paratransit and taxi access, which have not yet reached pre-pandemic levels, and light rail, which was higher than pre-pandemic levels in 2021 and 2022 but saw a decrease in 2023 and its lowest level since 2015 in 2024.

BMORE BUS
Better Buses
Better Baltimore

What Are Future Strategies?

- MTA has launched BMORE BUS, a transit plan for the Baltimore region that identified bus service improvements that could be possible with expanded resources during the next 10 years.
- MTA also is moving forward on planning for the Red Line and completing construction of the Purple Line light rail project. New project leadership teams were announced in September 2023 to push these projects towards implementation.
- The MARC Growth and Transformation Plan is under development and will shape a refreshed vision and objectives, findings from market analysis and equity assessments, recommendations for necessary capital improvements, and implementation strategies for MARC.

APPENDIX K – Public Outreach and Comments

The Maryland Department of Transportation released the Statewide Transportation Improvement Program (STIP) for a 30-day public comment period from March 7, 2025 through April 4, 2025. The Press Release was sent to around 150 different news organizations covering internet, print, radio, and television.

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

FOR IMMEDIATE RELEASE

Contact: Maryland Department of Transportation Office of Public Affairs
David Broughton, 410-865-1029

Maryland Department of Transportation Releases Draft Statewide Transportation Improvement Program for Public Comment

Program Includes Federally Funded Surface Transportation Projects

HANOVER, MD (March 7, 2025) – The Maryland Department of Transportation today released its draft Statewide Transportation Improvement Program (STIP), which compiles State, local and regional highway and transit projects that are federally funded and planned for study and construction over the next four years. The public comment period will be open through April 4, 2025.

"These transportation projects are essential to better connect communities, improve the quality of life for all Marylanders and drive the economic vitality of the State," said Maryland Transportation Secretary Paul J. Wiedefeld. "It's critical that we receive input from the public to help us refine and update those investments with our local and regional partners and ensure Maryland's transportation system is efficient and accessible for all Marylanders."

The draft STIP can be found at www.mdot.maryland.gov/STIP.

The document includes a comprehensive list of State, local and regional surface transportation projects that are federally funded. Those include projects that are detailed in the Department's six-year transportation budget known as the Consolidated Transportation Program (CTP), in each of Maryland's six regional metropolitan planning organization's Transportation Improvement Programs, and federally funded projects in non-metropolitan areas.

Maryland is federally required to update the STIP every four years; however, the Department develops a new STIP about every two years and solicits comments in accordance with federal law. The STIP was last updated in 2022.

The public can comment by emailing MDOTRegionalPlanning@mdot.maryland.gov, or sending a letter addressed to STIP Comments, Office of Planning, Programming and Project Delivery, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076. This is the final phase of public comments on the Fiscal Year 2025 STIP, before it is submitted to the U.S. Department of Transportation for approval.

AFTER THE 30-DAY PUBLIC COMMENT PERIOD, IF RECEIVED, COMMENTS WILL BE LOCATED IN THIS SECTION OF THE STIP.

District 1 Media List

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

District 2 Media List

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

District 3 Media List

Associated Press Washington Bureau
Bowie Patch
Chevy Chase Patch
Colesville Patch
CTV - Prince George's TV
Gazette
Germantown Patch
Government Executive
Kensington Patch
Laurel Leader
Laurel Patch
Metro Networks News Desk
Montgomery Gazette
Newscast One
Patch.com
Prince George’s Gazette
Reliant Traffic
The Gazette
Total Traffic News Desk
WAMU FM
Washington Post
Washington Times
WJLA ABC 7/News 8
WMAL Radio
WNEW All News 99.1
WRC NBC 4
WTOP Radio
WTOP Traffic Center
WTTG Fox 5
WUSA TV 9
DC News Now
Moco 360

District 4 Media List

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

District 5 Media List

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

District 6 Media List

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

District 7 Media List

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

APPENDIX L – Bicycle and Pedestrian Projects

Maryland Bicycle and Pedestrian Projects

ADA Program

- Carroll County
  - MD 31, New Windsor Road - From Lambert Avenue to East of Church Street
- Frederick County
  - ADA Sidewalk Upgrades in Frederick County
- Prince George's County
  - MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive
  - MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive
- Statewide
  - ADA Sidewalk Upgrades in Baltimore And Harford Counties
- Talbot County
  - MD 33, Talbot Street - North of Lee Street to South of Spencer Drive

Retrofit Bicycle Program

- Prince George's County
  - US 1, Rhode Island Avenue – Charles Armentrout Drive to Farragut Street (Rhode Island Trolley Trail)
- Somerset County
  - MD 413 Trail - Marion Station to Westover

Neighborhood Conservation

- Baltimore County
  - US 1, Belair Road - Baltimore City Line to I-695
- Cecil County
  - MD 222, Main Street - South of High Street to Mill Street
- Prince George's County
  - MD 212A, Powder Mill Road - Pine Street to US 1 Intersection
  - MD 5, Branch Avenue - Curtis Drive to North of Suitland Parkway & Naylor Road
  - MD 500, Queens Chapel Road - MD 208 to Eastern Avenue

Primary/ Secondary Program

- Anne Arundel County
  - MD 175 at MD 295 Shoulders
- Baltimore County
  - MD151/MD151B, Sparrow Point Boulevard Bridges Side Walk 0.4 48,048 $
- Frederick County
  - MD 75, Green Valley Road - Bridge over I-70 Shoulders
- Garrett County
  - MD 219, Garrett Highway - Bridge over the Youghiogheny River Shoulders 0.1 15,000 $
- Harford County
  - US 1, Belair Road - Bridge over Tollgate Road and Winters Run Side Walk 0.8 112,500 $
- Kent County
  - US 301, Blue Star Memorial Highway - Bridge over the Chester River Shoulders 0.1 7,500 $
- Montgomery County
  - MD 185, Connecticut Avenue at Jones Bridge Road - Phase 3 Side Walk & Wide Curb Lanes
  - MD 97 - South of Brookeville to North of Brookeville Shoulders

- Prince George's County
  - MD 4, Pennsylvania Avenue - Bridge over MD 717 and Race Track Road Shoulders & Side Walk
  - MD 4, Pennsylvania Avenue at Suitland Parkway Side Walk & Wide Curb Lanes
  - MD 717, Water Street - Bridge over Water Street Shoulders & Side Walk
  - MU 227, Riverdale Road - Bridge over Northeast Branch Anacostia River Shoulders & Side Walk
  - US 1, Baltimore Avenue - College Avenue to MD 193 Side Walk & Wide Curb Lanes
- St. Mary's County
  - MD 5, Point Lookout Road - South of Camp Brown Road he Lake Conoy Causeway Shoulders
- Washington County
  - I-70, Eisenhower Memorial Hwy Bridge over Crystal Falls Drive Shoulders
  - I-70, Eisenhower Memorial Hwy Bridges over Norfolk Southern Railroad Shoulders
- Wicomico County
  - US 13 Bus, Salisbury Boulevard Bridge over East Branch Wicomico River Side Walk

Retrofit Sidewalk Program

- Anne Arundel County
  - MD 214, Central Avenue - MD 2 to MD 253
- Carroll County
  - MD 27, Manchester Road - West of MD 140 to Hahn Road
- Cecil County
  - MD 222, Perryville Road - Cedar Corner Road to St. Marks Church Road
  - MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge
- Howard County
  - US 1, Washington Boulevard - Cedar Avenue to Crestmount Road
- Kent County
  - MD 514, Flatland Road - Chestertown Road to Sutton Way
- Statewide
  - Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties

Recreational Trails Program

- Allegany County
  - Bear Ridge Trail Construction
  - Borden Tunnel Lining Restoration
- Anne Arundel County
  - Swan Creek Nature Trail West East Express Trail
- Baltimore County
  - Torrey C. Brown Trail Bridge Rehabilitation
- Garrett County
  - Burkholder Road ORV Trail Resurfacing Western Region State Forest Trail Maintenance Program
- Howard County
  - Patuxent Branch Trail Surface Upgrade
- Somerset County
  - Somers Cove Marina Reconstruction
- Talbot County
  - Easton Rail Trail Spur Construction
- Washington County
  - Washington County Regional Park Trail Construction
- Wicomico County

- Pirates Wharf Trail Construction

Kim Lamphier Bikeways Network Program

- Anne Arundel County
  - Bay Ridge Avenue Bikeway
  - Broadneck Peninsula Trail (Phase 1B)
  - BWI to Odenton Shared Use Path Gaps
  - BWI Trail Spur Extension to Nursery Road
  - College Creek Connector
  - Poplar Trail Extension
  - Protected Bicycle Lane Delineators South Shore B&A Trail Gaps
- Baltimore City
  - Bike Counter Installation Program
  - Boston Street Connector
  - MLK Jr Sidepath Final Design
  - Rapid Enhancement Plan
- Baltimore County
  - Bloomsbury Crossing Construction Torrey C Brown/Jones Falls Trail Connection
- Carroll County
  - Biking Taneytown
- Charles County
  - La Plata Bikeway Construction
  - Smallwood Drive Path Design
- Dorchester County
  - Cambridge Bike Lane Study
- Frederick County
  - East Street Rails with Trails Phase 4
  - Frederick Pennsylvania Railroad Trail Phases 2 & 3
  - H&F Trail, Northern Branch
  - Monocacy MARC Shared-Use Path Feasibility Study
- Garrett County
  - Connecting Towns along MD 135 Oakland to Herrington Manor State Park Trail Feasibility Study
- Harford County
  - Havre de Grace Feasibility Study and Design
  - Havre de Grace Quick Build and Bike Path Design
- Howard County
  - MD 32 Alternate Bike Route/Clarksville Pike Streetscape
  - North Laurel Connections Construction
- Kent County
  - Galena Shared Use Path Study
- Montgomery County
  - Good Hope Road Shared Use Path Extension
  - Halpine Road & East Jefferson Street Bicycle Lanes
  - I-270/NIST East Shared Use Path - Phase II Design
  - I-270/NIST Shared Use Path Design
  - Maple Avenue Complete Street Redesign
  - Martins Lane Bike Lane Study
  - Metropolitan Branch Trail Upgrade
  - New Hampshire Avenue Bikeway Section A
  - New Hampshire Avenue Sec B Final Design
  - Rockville Bike Ped Counters

- Prince George's County
  - Cherry Lane Preliminary Design
  - Shared Micromobility Station Improvements
  - University of Maryland Bike Enhancements
- Saint Mary's County
  - Three Notch Trail Phase Seven
- Somerset County
  - UMES Trail Design
- Talbot County
  - Frederick Douglas Rail Trail Bridge Assessment and Design
  - Oxford Park Connectors
  - St. Michaels Bicycle Trail - Final Construction Drawings
  - St. Michaels Shared-Use Path Study
- Wicomico County
  - Carroll Street Cycle Track Construction
  - East Side Bike Network Implementation
  - Eastern Shore Drive Multi-Use Path Design
  - Naylor Mill Connector
  - Salisbury Bike Ped Counters
  - Salisbury Rail Trail Phases 2 & 3
- Worcester County
  - MD 611 Shared-Use Path Feasibility Study

Transportation Alternatives Program

- Allegany County
  - Baltimore Street Access
  - Bel Air Elementary School Pedestrian Bridge Replacement
- Anne Arundel County
  - South Shore Trail Phase II WB&A Trail Bridge at Patuxent
- Baltimore City
  - Baltimore City Elementary Schools - Harford Heights ES, Hilton ES, Tench Tillman ES
  - Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements
  - Pimlico Elementary School
- Baltimore County
  - Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School
- Carroll County
  - Mt. Airy Old Main Line Trail
  - Washington Road Sidewalks
- Cecil County
  - Jethro Street and North East Middle School
- Charles County
  - Indian Head Trailhead
  - Mill Hill Road - Homecoming Lane to Davis Road
- Dorchester County
  - Bayly Road Sidewalk
- Frederick County
  - East Street Rails with Trails
- Garrett County
  - Casselman River Bridge Rehabilitation
- Harford County
  - Aberdeen Station Connectivity Enhancements Ma & Pa Trail, Segment III

- Howard County
  - Patuxent Branch Trail Montgomery County
  - MD 188, Wilson Lane at Cordell Avenue MD 355 Clarksburg Shared Use Path
  - North Branch Hiker Biker Trail
- Prince George's County
  - Chamber Avenue and Capitol Heights Boulevard
  - Crittenden Street and 52nd Avenue Improvements
  - Greenbelt Station/WMATA Hiker - Biker Trail
  - Laurel MARC Station Platform and Pedestrian Safety Improvements
  - Oxon Cove Trail
  - Signal Modification, Pedestrian Safety and Access Improvement
- St. Mary's County
  - MD 5 Pedestrian and Bicycle Trail
  - Three Notch Trail, Phase VII
- Talbot County
  - Easton Rail Trail at Maryland Avenue to Easton Point Park
- Washington County
  - Byron Bridge Access Improvement
  - City Park Train Hub Locomotive Refurbishment and Pavilion Replacement
  - Frederick Street and Eastern Boulevard
  - Hagerstown Miscellaneous Safety Improvements
  - South Potomac and Baltimore Street Improvement

Other

- Somerset County
  - MD 413 (Crisfield Hwy) Bicycle/Pedestrian Path
- Wicomico County
  - US 13 (Ocean Hwy) Centre Rd to Dagsboror Rd. Sidewalk Improvement
- Cecil County
  - MD 222 (Perryville Rd) from Cedar Corner Rd to Saint Marks Church Rd
- Talbot County
  - MD 33 Pedestrian Safety and Access Improvements
- Montgomery County
  - MD 190 Corridor Safety Study
  - MD 198 Burtonsville Improvement Project
- Prince George's County
  - MD 210 Pedestrian and Bicycle Connectivity Project
- Anne Arundel County
  - MD 2 MD 710 to Walton Ave Shared Use Path
  - MD 214 Sidewalk Project
- Howard County
  - US 1 Pedestrian Improvements

PSAP Program (all currently in design phase)

- MD 650 (New Hampshire Avenue) from MD 193 (University Boulevard) to Powder Mill Road in Montgomery/Prince George's counties;
- MD 410 (East West Highway) from MD 212 (Riggs Road) to Adelphi Road/MD 500 (Queens Chapel Road) in Prince George's County;
- MD 150 (Eastern Avenue) from MD 702 (Southeast Boulevard) to MD 700 (Martin Boulevard) MD in Baltimore County;
- MD 2 (Ritchie Highway) from MD 177 (Mountain Road) to MD 648 (Baltimore Annapolis Boulevard) in Anne Arundel County

- US 1 (Washington Boulevard) from Prince George's County line to Gorman Road in Howard County.
- US 40 (Dual Highway) from Garland Groh Boulevard to All Star Court in Washington County;
- MD 201 (Kenilworth Avenue) from 52nd Avenue to Good Luck Road in Prince George's County;
- MD 193 (University Boulevard) from MD 97 (Georgia Avenue) to Colesville Road (US 29) in Montgomery County;
- US 40 (Philadelphia Boulevard) from MD 22 (Aberdeen Thruway) to MD 715 (Short Lane) in Harford County;
- MD 3 Business (Crain Highway) from I-97 to MD 100 in Anne Arundel County;
- MD 214 (Central Avenue) from Southern Avenue to Ritchie Road in Prince George's County;
- MD 235 (Three Notch Road) from MD 246 (Great Mills Road) to MD 237 (Chancellors Run Road) in St. Mary's County; and
- MD 528 (Coastal Highway) from 15th Street to 67th Street in Worcester County.
- MD 124 Safety Project (Montgomery County)

Section 2: MPO Transportation Improvement Programs

Please note that Section 2.0 provides the references for Maryland's six MPO's TIPs, but for details on those projects please reference the individual TIPs for urban area project and programming details. Please reference the appropriate TIP for all metropolitan area transit and highway surface transportation and projects.

The FY2025 – FY 2028 STIP and the FY 2024 – FY 2029 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning, Programming, and Project Delivery website: https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=23

- Baltimore Regional Transportation Board (BRTB) includes projects found in the following areas: Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's Counties, and Baltimore City.
    - BRTB FY 2025–FY 2028 TIP Document: https://baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/25-28/25-28TIP.pdf
    - Webpage: https://www.baltometro.org/transportation/plans/short-range-transportation-improvement-plan/2025-2028-TIP

- National Capital Region Transportation Planning Board (TPB) includes projects found in the following areas: Frederick, Montgomery, Prince George's, and Charles Counties.
    - TPB FY 2023–FY 2026 TIP Document: https://visualize2045.org/wp-content/uploads/2022/06/Final-Approved-FY-2023-2026-TIP.pdf
    - TIP Webpage: https://www.mwcog.org/transportation/plans/transportation-improvement-program/

- Wilmington Area Planning Council (WILMAPCO) includes projects found in the following area: Cecil County.
    - WILMAPCO FY 2025–FY 2028 TIP Document: http://www.wilmapco.org/Tip/fy2025/FY2025tip.pdf
    - Webpage: http://www.wilmapco.org/tip/

- Calvert-St. Mary's MPO (C-SMMPO) includes projects found in the following area: Calvert and St. Mary's Counties.
    - C-SMMPO FY 2025–FY 2028 TIP Document: https://calvert-stmarysmpo.com/DocumentCenter/View/528/TIP-FY-2025-2028
    - Webpage: https://calvert-stmarysmpo.com/155/Transportation-Improvement-Program-TIP

- Hagerstown/Eastern Panhandle MPO (HEPMPO) includes projects found in the following area: Washington County.
    - HEPMPO FY 2025–FY 2028 TIP Document: https://hepmpo.com/wp-content/uploads/2025/02/HEPMPO-FY-2025-2028-TIP-Revision-3-2025-01-15_compressed.pdf
    - TIP Webpage: https://hepmpo.com/our-work/transportation-planning/

- Salisbury/Wicomico MPO (S/WMPO) includes projects found in the following area: Wicomico County.
    - S/WMPO FY 2024–FY 2027 TIP Document: https://www.swmpo.org/_files/ugd/5c05e2_7d6037cbccd046319e71ab456dddf6fe.pdf
    - TIP Webpage: https://www.swmpo.org/planning-documents