



Baltimore Regional Transportation Board

Baltimore Region Transportation Improvement Program 2025-2028

Developed by the Baltimore Metropolitan Planning Organization

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https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/24-27/24-27TIP.pdf

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I. INTRODUCTION

A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region¹ over the next four years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan (LRTP), *Resilience 2050*, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the LRTP, as well as system preservation projects and operational initiatives that are supported in the LRTP but have not been previously detailed. As such, the TIP ensures consistency between LRTP recommendations and project implementation in the region.

¹ As shown in Exhibit I-1, the Baltimore region is composed of Baltimore City and the City of Annapolis and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties. As a result of Census 2010, there are three federally recognized urbanized areas in the region. One includes the City of Baltimore and portions of Anne Arundel, Baltimore, Carroll, Howard and Queen Anne's County. The second includes Westminster in Carroll County. The third is Aberdeen – Havre de Grace – Bel Air in Harford County and portions of Cecil County.

The TIP also serves as a multi-modal listing of transportation projects in the region for which federal funding requests are anticipated between fiscal years 2025-2028.²

Chapter II provides a summary of the key federal requirements for the TIP, followed by several sections detailing the requirements in key areas. Chapter III describes the relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, and its regional review function. Chapter IV explains the terms and symbols used in the project listings. Chapter V presents the financial plan supporting the projects in the four year program. It also details the amount and source of federal funds to be requested for the coming fiscal year, FY 2025.

Chapter VI includes environmental justice maps and detailed project listings. The detailed project listings include all federally funded and regionally significant projects. The projects are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections

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

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

The 2025-2028 TIP programs a total of \$6.10 billion. Federal funds account for \$2.81 billion of this total, matching funds account for \$1.24 billion and the remaining \$2.05 billion is toll revenues. In almost all cases, matching funds are provided by the local or state agency sponsoring the project. Rare circumstances where matching funds are provided by a private source or another local or state agency are noted in the project description in Chapter VI.

Exhibit I-1: The Baltimore Region

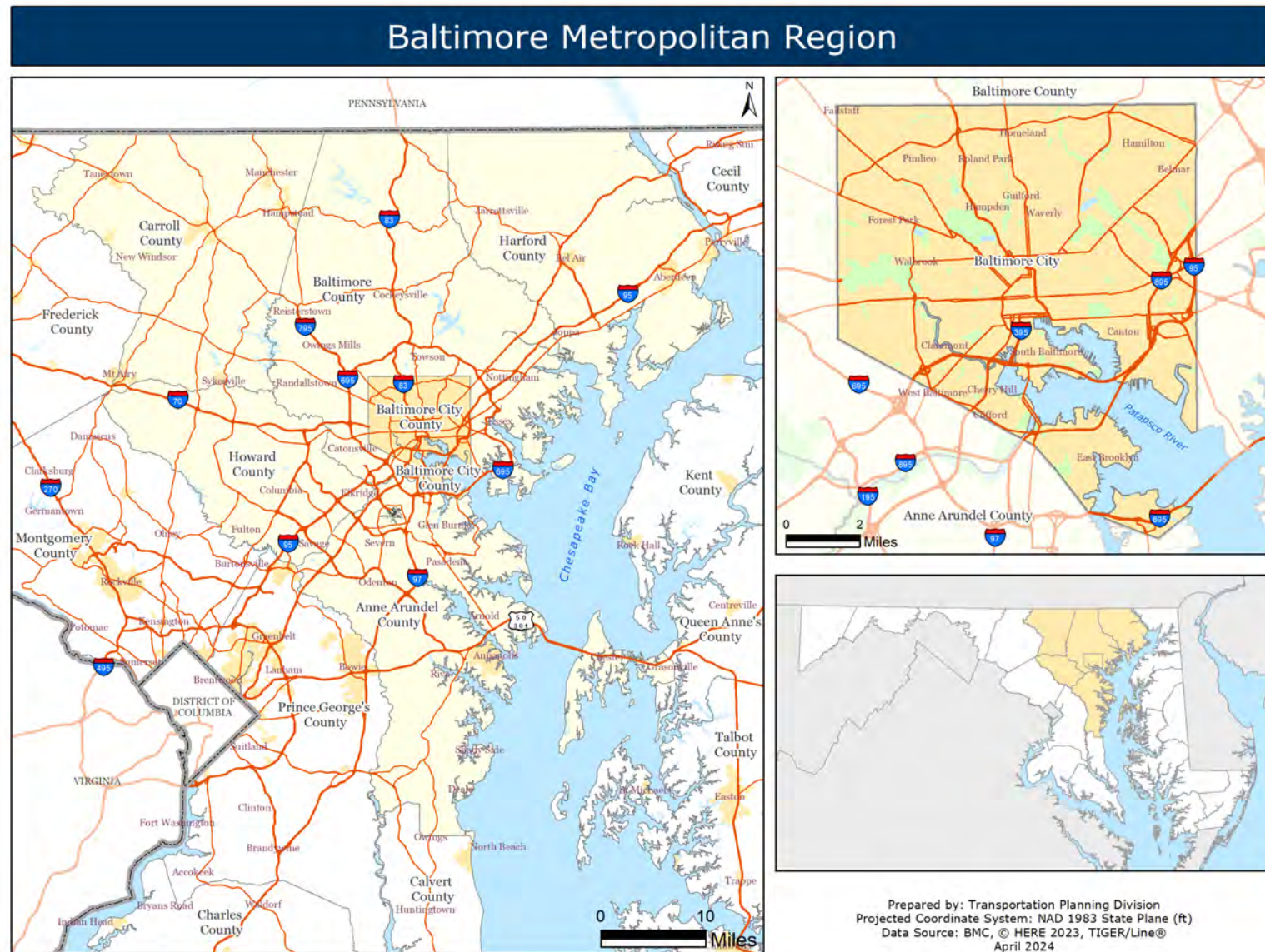


Exhibit I-2: The Baltimore Region Federal Highway Functional Classification

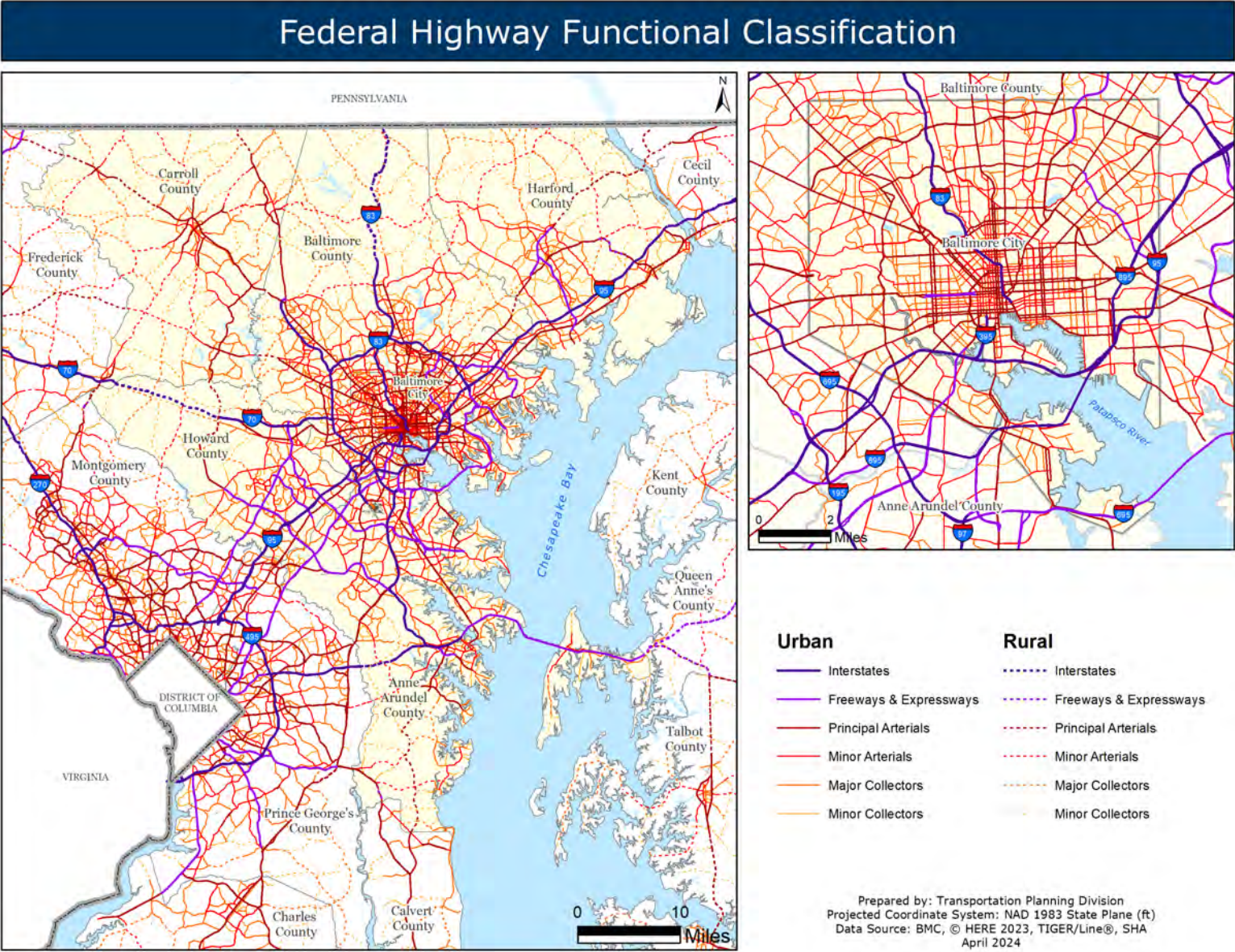
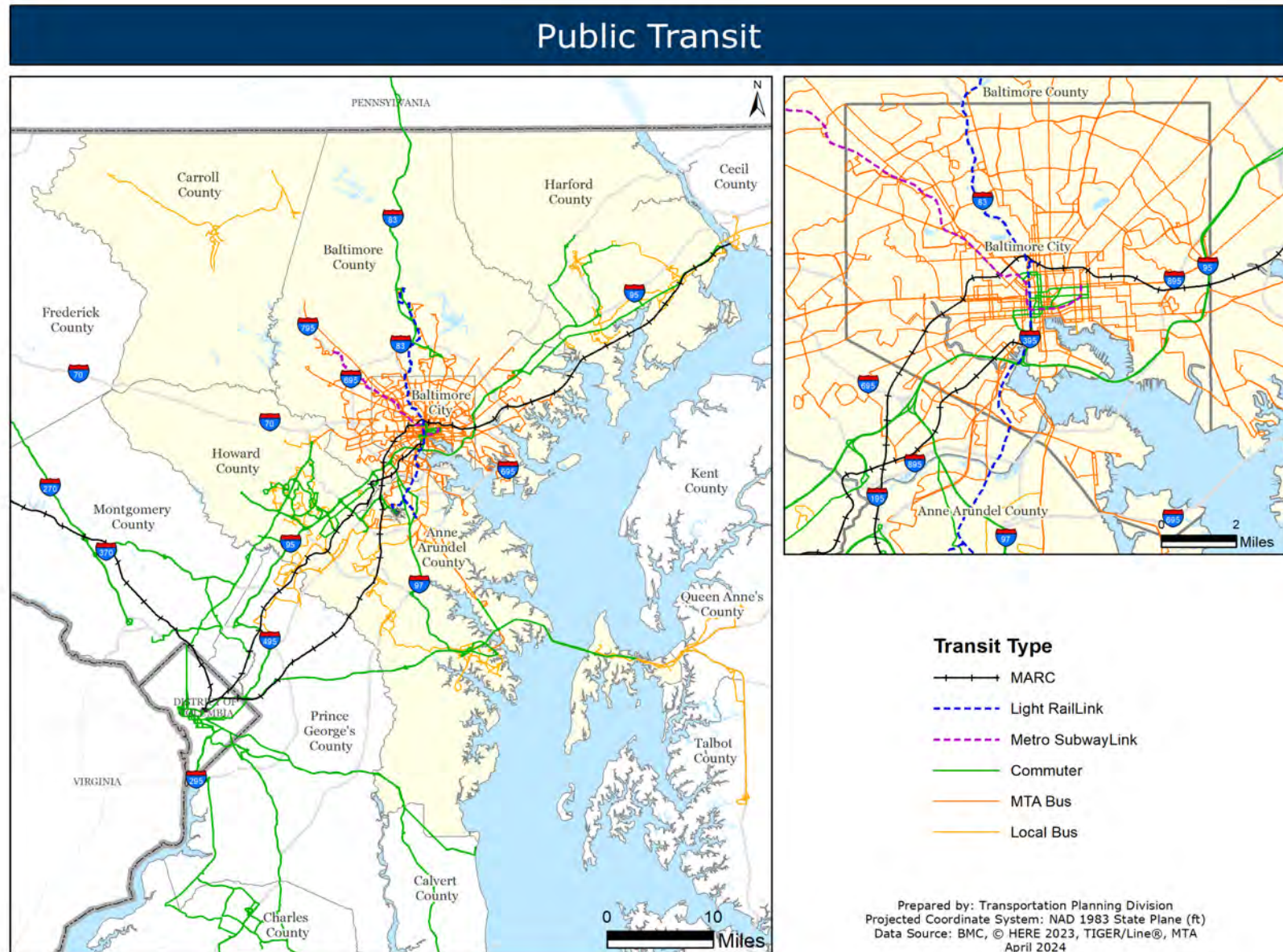


Exhibit I-3: The Baltimore Region – Transit



B. Metropolitan Planning Organization Self-Certification

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), a Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies under Resolution #25-4 that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the BRTB to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. Members of the BRTB are listed in Appendix A of this document.

The BRTB's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the BRTB has a continuing, cooperative and comprehensive (3-C) transportation planning process that

results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the BRTB has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; ❸ the BRTB adopted a financially constrained long-range transportation plan, *Resilience 2050*, for the Baltimore region consistent with the metropolitan planning factors in the Fixing America's Surface Transportation (FAST) Act and subsequent Infrastructure Investment and Jobs Act (IIJA); ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone) of *Resilience 2050* and the 2024-2027 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule as amended; and ❻ the BRTB adheres to the federal Disadvantaged Business Enterprises (DBE) requirements set forth in 49 CFR Part 26.

C. Consistency with *Resilience 2050*

In an effort to plan for future regional transportation needs and to comply with the intention of the FAST Act and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Resilience 2050: Adapting to the Challenges of Tomorrow*, the long-range transportation plan, in July 2023. The factors that guided development of *Resilience 2050* are listed in the Metropolitan Planning Regulations effective May 27, 2016. These regulations continue and strengthen the emphasis on performance-based planning and programming.

Resilience 2050 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

The BRTB has developed and adopted performance measures for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection was coordinated with the State and public

transportation providers to ensure consistency. All required measures and targets were adopted in compliance with federal due dates. The measures and targets will guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

Section II.G summarizes the performance measures and targets as well as the anticipated impact of investments in the TIP on these performance measures and targets. Appendix B includes a table connecting TIP projects to *Resilience 2050* goals and performance measures.

In addition to performance measures and targets, *Resilience 2050* reports on forecasted regional growth in population, households and employment to the year 2050 and the projected travel demand resulting from this forecasted growth. It demonstrates how the existing and committed transportation network may struggle to accommodate future travel demand based on projected increases in congested VMT and vehicle hours of delay. The region may need to apply additional transportation demand management strategies to meet future performance targets related to regional mobility.

To address the projected demands on the transportation system, *Resilience 2050* includes a range of projects through the year 2050. It outlines a multimodal array of transportation improvements along with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as intermodal and transportation demand management strategies. The transportation demand management strategies are particularly important to complement the infrastructure improvements and ensure the region meets the conformity requirements for transportation plans and programs by way of national air quality goals and objectives.

Resilience 2050 also discusses the impacts of workers that work from home. From 2010 to 2019 the share of the population working from home showed modest increases (3.9% in 2010 and 5.6% in 2019). However, in 2020 the pandemic resulted in a large increase of the population working from home at nearly 20%. There are variances based on demographic characteristics of workers and the industries in which they work. While the long-term impacts of remote workers is uncertain, consideration for future land use and transportation planning efforts are warranted.

The capacity projects in the 2025-2028 TIP "flow" from *Resilience 2050*, resulting in a prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements.

II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

A. Requirements of the Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The requirements of the IIJA are consistent with the requirements of the FAST Act. Below is a discussion of key federal requirements that are in place regarding development of the TIP. Requirements of the IIJA include:

- Prioritized list of financially constrained improvements: The BRTB, in cooperation with state and local agencies and transit operators, have developed a prioritized and fiscally constrained TIP. Fiscal constraint means that the funds programmed in the 2025-2028 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the FY 2025-2028 TIP have been cooperatively determined by members of the BRTB. The project selection process considered air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

Priority is reflected by the year in which a project is shown. Priorities and financial analysis are provided for all four years of

the TIP. Financial reasonableness is evaluated on three fronts: ❶ MDOT ensures that federal funding requests during the TIP planning process are reasonable for our region; ❷ MDOT provides documentation of the state's capacity to meet the match requirements associated with state-sponsored projects in the TIP; and ❸ Local governments also provide documentation of the same financial reasonableness requirements to match the federal funds requested for locally sponsored projects.

- Flexing Funds: The TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives. Documentation of project prioritization, financial reasonableness and flexible funding is included in Appendix B.

- Financial Plan: IIJA requires that the TIP include a financial plan that demonstrates that the fiscal resources required to construct projects proposed in the TIP are reasonably expected to be available within the timeframe specified. The financial plan in Chapter V demonstrates that the region, through public and

private funding, is reasonably able to generate the projected resources needed to carry out the projects in the TIP.

- Illustrative Projects: Federal regulations for metropolitan transportation planning identify the concept of “illustrative projects” as an element of the planning process. These are projects included in a metropolitan transportation plan for illustrative purposes only. These projects could be included in the adopted transportation plan if additional funds beyond the reasonably anticipated financial resources identified in the plan become available. There is no requirement to select any project from an illustrative list of projects shown in a metropolitan plan at a future date when funding might become available. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local levels. These illustrative projects can provide a resource from which the BRTB can select regional priorities should additional funding become available. A list of illustrative projects is included in Appendix J.

- Congestion Management Process: IIJA states that for “transportation management areas classified as nonattainment for ozone or carbon monoxide. . . , Federal funds may not be advanced in such area for any highway project that will result in

a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process (CMP)”. CMP guidelines were adopted by the BRTB in October, 1997. As potential capacity projects enter the state planning process, the BRTB is invited to participate in interagency discussions. This process allows the BRTB to offer recommendations during the process to address congestion prior to building additional lane capacity. At three stages in this interagency process the BRTB adopts a resolution approving the analysis to date. The BRTB also conducts ongoing data collection and monitoring to assess conditions and ascertain the effectiveness of a range of strategies to relieve congestion. To support regional CMP work, the BRTB CMP Committee meets three times per year to identify and track regional congestion locations and causes and discuss potential approaches to address congestion.

- Public Involvement: The public must have an opportunity to review and comment on the TIP in the early stages of preparation with at least one public meeting. The BRTB updated formal public participation procedures governing metropolitan transportation planning activities in December 2022. These

guidelines reaffirmed a framework for public participation and information dissemination.

The BRTB offered members of the public, affected public agencies, private providers of transportation and other interested parties reasonable opportunities to comment on a draft list of projects.

The draft TIP was made available on the Baltimore Metropolitan Council (BMC) website. Two virtual public meetings were held on June 10, 2024 and a recorded version of the public meeting was posted on the BMC website. Opportunities to comment on the draft TIP were advertised on the BMC website and on BMC social media accounts, with outreach work undertaken by public involvement staff. In addition, the public was able to address the BRTB at its June and July 2024 meetings. Written comments by mail, email, or social media were accepted during the public review period, May 16 to June 17, 2024. In addition, members of the public were able to submit comments directly via an interactive TIP project map. A summary of all comments received, both verbal and written, BRTB responses, and the public participation notices are included in Appendix G of the final TIP document.

The public participation process for the TIP also meets the FTA public participation requirements for the MDOT Maryland Transit Administration's (MDOT MTA) program of projects. MDOT MTA, in lieu of a separate mandated public comment period for federal funding assistance under 49 USC Sections 5307, 5310, and 5311 has exercised its option to use the procedures of the BRTB's public involvement process for the 2025-2028 TIP to satisfy the public participation requirements associated with development of the MDOT MTA Program of Projects (POP).

- Listing of Obligated Projects: MPO's must publish an annual listing of projects for which federal funds have been obligated in the preceding year. The list must be consistent with projects identified in the TIP, with the intent of improving the transparency of transportation spending decisions.

The FY 2023 obligated listing will include all federal funds obligated in the Baltimore region from July 1, 2022 – June 30, 2023.³

- Performance-Based Planning and Programming (PBPP): The U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on PBPP. The intent of PBPP is to aid MPOs in gauging progress relative to regionally established goals, strategies, and performance measures and targets. Federal rulemaking required MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. Section II.G provides further details on PBPP.
- TIP Changes: The project schedules and funding breakdowns for projects in the TIP represent the best estimates by project sponsors at the time the TIP is developed. However, project schedules and funding can change. As a result, the TIP is frequently updated throughout the year through the TIP change process. There are two types of TIP

changes. TIP amendments involve major changes to a project such as the addition or deletion of a project or a major change in project cost, timeline, or scope. Administrative modifications involve minor revisions to project costs, fund sources or project timelines.

The BRTB Public Participation Plan⁴ details procedures for TIP amendments and administrative modifications. All amendments are presented to the BRTB Technical Committee and the BRTB for consideration and approval. In addition, any project that requires a new regional emissions analysis, such as roadway or transit capacity expansions, automatically triggers a 30-day public review and public meeting. Administrative modifications are reviewed and approved by the BRTB Executive Committee.

Appendix F lists all amendments and administrative modifications to the 2024-2027 TIP.

³ The full obligated listing is available here:
https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/23-26/2023_FederalAidObligations.pdf

⁴ The BRTB Public Participation Plan is available here:
https://baltometro.org/sites/default/files/bmc_documents/general/transportation/advisory/PPP2022.pdf

B. Environmental Justice

Environmental Justice (EJ) seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. Specifically, EJ considers whether low-income and minority populations bear disproportionate impacts resulting from governmental decisions. Historically, EJ was borne out of civil rights and environmental complaints from low-income and minority communities. Concerns were raised, showing that these communities may suffer disproportionately from exposure to toxic chemicals and the siting of industrial plants and waste facilities.

In February 1994, President Clinton signed Executive Order 12898 entitled *Federal Action to Address Environmental Justice in Minority and Low-Income Populations*. In 1997, the U.S. Department of Transportation (DOT) issued an “Order to Address Environmental Justice in Minority Populations and Low-income Populations.”

The DOT Order directs consideration of two groups: low-income persons and minorities.

FHWA and FTA allow recipients to establish their own definitions of low-income that are appropriate for the region, as long as they are at least as inclusive as the poverty guidelines set by the U.S. Department of Health and Human Services (HHS). The BRTB previously used the poverty level as its definition of low-income. However, the Public Advisory Committee criticized this definition as too low and recommended increasing it due to the region’s cost of living. For example, the 2023 threshold for a four-person family with two children is just \$30,000.

In response to this critique, BMC staff reviewed alternative definitions of low-income for use in Environmental Justice mapping and analysis, the Vulnerable Populations Index, and project scoring for the upcoming LRTP. Staff conducted a review of low-income definitions used by other Metropolitan Planning Organizations (MPO) as well as an analysis of ACS data. In addition to the population living below the national poverty level, the ACS also identifies the population that lives at or below higher percentages of the poverty level to account for the higher costs of living in some areas of the country. Many of the MPOs reviewed used a higher percentage of the poverty level as their definition of low-income.

After reviewing alternatives and practices used by other MPOs, BMC staff recommended 200% of the poverty level as the new definition for low-income populations. This increases the definition of low-income to approximately \$29,000 for a one-adult family and to about \$60,000 for a four-person family. This definition has several advantages. It captures a larger portion of economically insecure persons in the Baltimore region, as the poverty level is not a living wage for the Baltimore region. It is also a close approximation to 50% of Baltimore area AML, an income level that is utilized for some HUD programs. Another advantage is that it is readily available from the ACS for incorporation into BMC products. Finally, it is also a good approximation of a family-supporting wage. This wage is derived from the Massachusetts Institute of Technology (MIT) living wage calculator and has been utilized in a number of BMC workforce development reports and analyses.

In December 2021, the Technical Committee agreed to move forward with 200% of the poverty level as the definition of low-income populations for use in future analyses.

Minorities are defined as a person belonging to any of the following groups:

- Person of origin in any of the black racial groups of Africa;
- Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin;
- Person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- Person having origins in any of the original people of North America (American Indian, Alaskan Native) and who maintains cultural identification through tribal affiliation or community recognition; or
- Person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. There are three fundamental DOT environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MPOs are responsible for assessing the benefits and burdens of transportation system investments for different socio-economic groups. This includes both a data collection effort and engagement of minority and low-income populations in public involvement activities.

EJ Populations in the Baltimore Region

Low-income Populations

As stated previously, the BRTB defines low-income populations as the population below 200% of the poverty level. The primary source of data on low-income persons is the Census Bureau's American Community Survey (ACS). The Census Bureau uses a set of income thresholds that vary by size of family and number of children to determine poverty (and 200% of the poverty level). If a family's total income is less than the threshold for 200% of the poverty level, then that

family and every individual in it is considered to have an income less than 200% of the poverty level. For example, the 2023 poverty threshold for a four-person family with two children is \$30,000. This means that the 200% poverty threshold for a four-person family with two children is \$60,600.

Table II-1 summarizes low-income population by jurisdiction. Population at or below 200% of the poverty line are not evenly distributed throughout the region, ranging from 12.4% of the population in Howard Counties to 37.6% of the population in Baltimore City. In total, 21.4% of the population in the Baltimore region have incomes at or below 200% of the poverty line.

Table II-1. Low-Income Population by Jurisdiction

Jurisdiction	*Total Population	At or Below 200% of Poverty Line	
		Low Income Population	Share
Anne Arundel	588,109	81,925	14.2%
Baltimore City	584,548	212,465	37.6%
Baltimore Co	850,737	188,581	22.7%
Carroll	173,225	21,664	12.8%
Harford	261,059	42,989	16.6%
Howard	332,011	40,839	12.4%
Queen Anne's	50,316	7,114	14.3%
BRTB Region Total	2,840,005	595,577	21.4%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates (Tables B03002 and C17002)

*Total Population for which poverty level is counted

Minority Populations

The ACS also serves as the primary data source for identifying minority populations. Minorities include individuals who are members of several population groups including Hispanic persons and non-Hispanic persons who are Black, American Indian or Alaskan Native, and Asian or Pacific Islander. Non-minorities are defined as those that are both white and non-Hispanic.

Table II-2 summarizes minority population by jurisdiction. As with low-income populations, minorities are not evenly distributed throughout the region. According to the latest 5-year estimates from the ACS, the share of minorities in BRTB jurisdictions ranges from 12.3% in Carroll County to 73.0% in Baltimore City. In total, minorities make up 45.7% of the Baltimore region population while white, non-Hispanics make up the remaining 54.3%. Exhibit II-1 at the end of this section summarizes minority individuals by Hispanic or Latino origin and race.

Table II-2. Minority Population by Jurisdiction

Jurisdiction	Minority Population	White, non-Hispanic Population	Minority Share	White, non-Hispanic Share
Anne Arundel	208,083	380,026	35.4	64.6
Baltimore City	426,636	157,912	73.0	27.0
Baltimore Co	390,830	459,907	45.9	54.1
Carroll	22,897	150,328	13.2	86.8
Harford	68,818	192,241	26.4	73.6
Howard	171,455	160,556	51.6	48.4
Queen Anne's	7,975	42,341	15.8	84.2
BRTB Region Total	1,268,548	1,568,689	44.7	55.3

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates (Table B03002)

Mapping EJ Populations in the Baltimore Region

The BRTB uses Transportation Analysis Zones (TAZ) as a basis for identifying EJ areas. TAZs are a basic unit of geography used to predict travel behavior in the BRTB's travel demand model. They are constructed using census block information and are smaller than census tracts. Having established that TAZs will be the geographic unit of analysis, we need a way to identify EJ and non-EJ TAZs. This is done through the use of a regional threshold. A TAZ is identified as an EJ area if it has a concentration of low-income population (below 200% of poverty level) or minorities greater than their respective regional averages.

The percentage of low-income population (income below 200% of the poverty level) in the Baltimore region is 21.4%. Thus, TAZs with a concentration of low-income population greater than 21.4% are considered low-income TAZs for EJ purposes. Similarly, TAZs with a concentration of minorities greater than the regional average of 45.7% are considered minority TAZs for EJ purposes. Exhibits II-2 and II-3 show the low-income population and minority population, respectively, by TAZ. Exhibit II-4 shows all EJ TAZs, breaking EJ TAZs into those exceeding the regional average for low-income population, those exceeding the regional average for minority concentration, and those exceeding both regional averages.

Additional EJ maps are available in Section VI.A: Project and Environmental Justice Maps by Jurisdiction. These maps show the locations (by jurisdiction) of specific TIP projects in relation to EJ TAZs. When these and other transportation projects enter project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. MDOT SHA, etc.) or a local jurisdiction during the project planning phase. Opportunities for public participation are central to these efforts.

The LRTP, *Resilience 2050*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Resilience 2050*, including all nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and proximity to key destinations such as supermarkets and hospitals. The BRTB continues to evaluate methods used by other MPOs as well as guidance issued by FHWA for additional environmental justice analysis of the TIP.

Exhibit II-1: BRTB Region Minority Populations by Race and Hispanic or Latino Origin

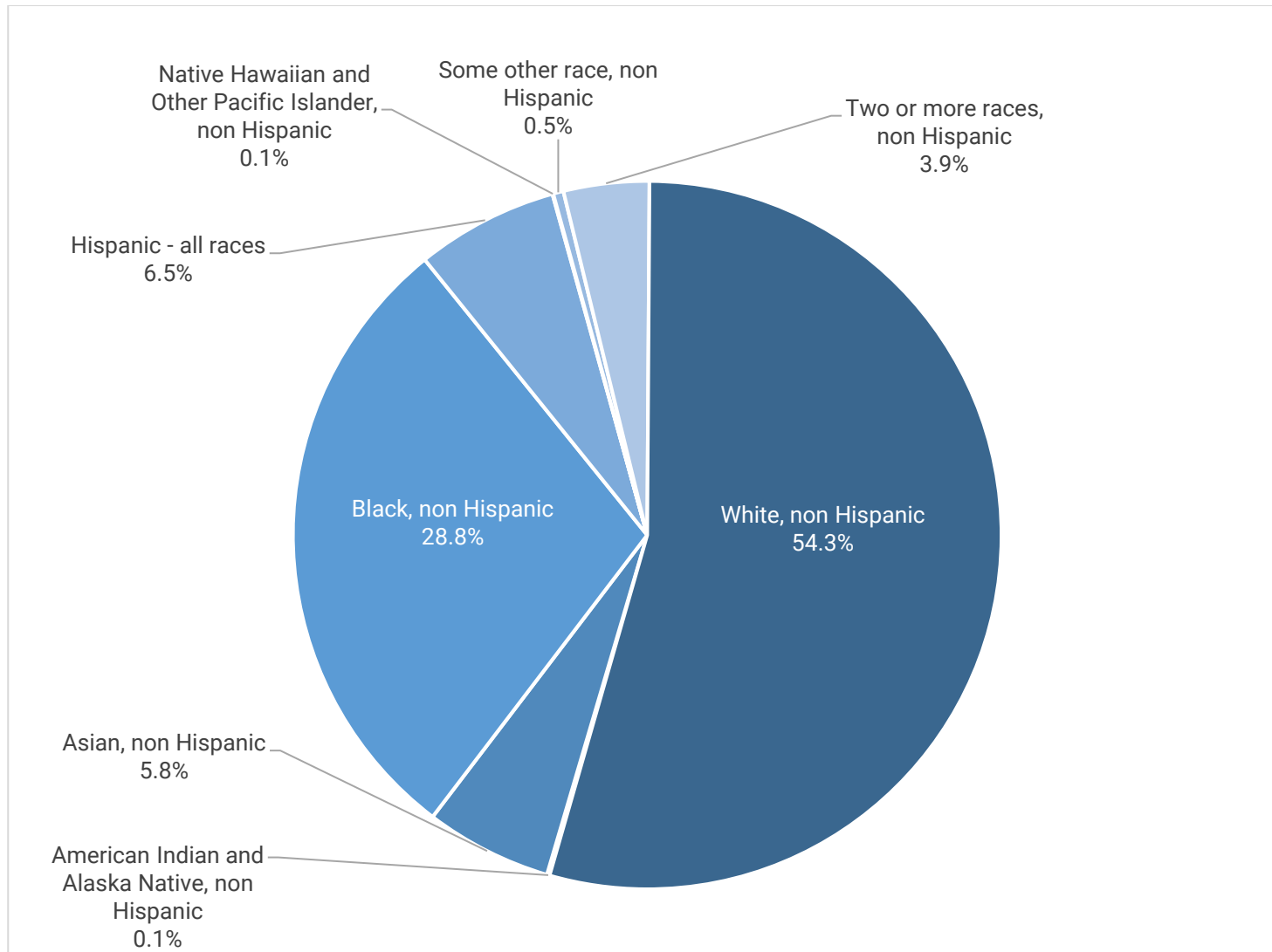


Exhibit II-2: Low Income Population by TAZ

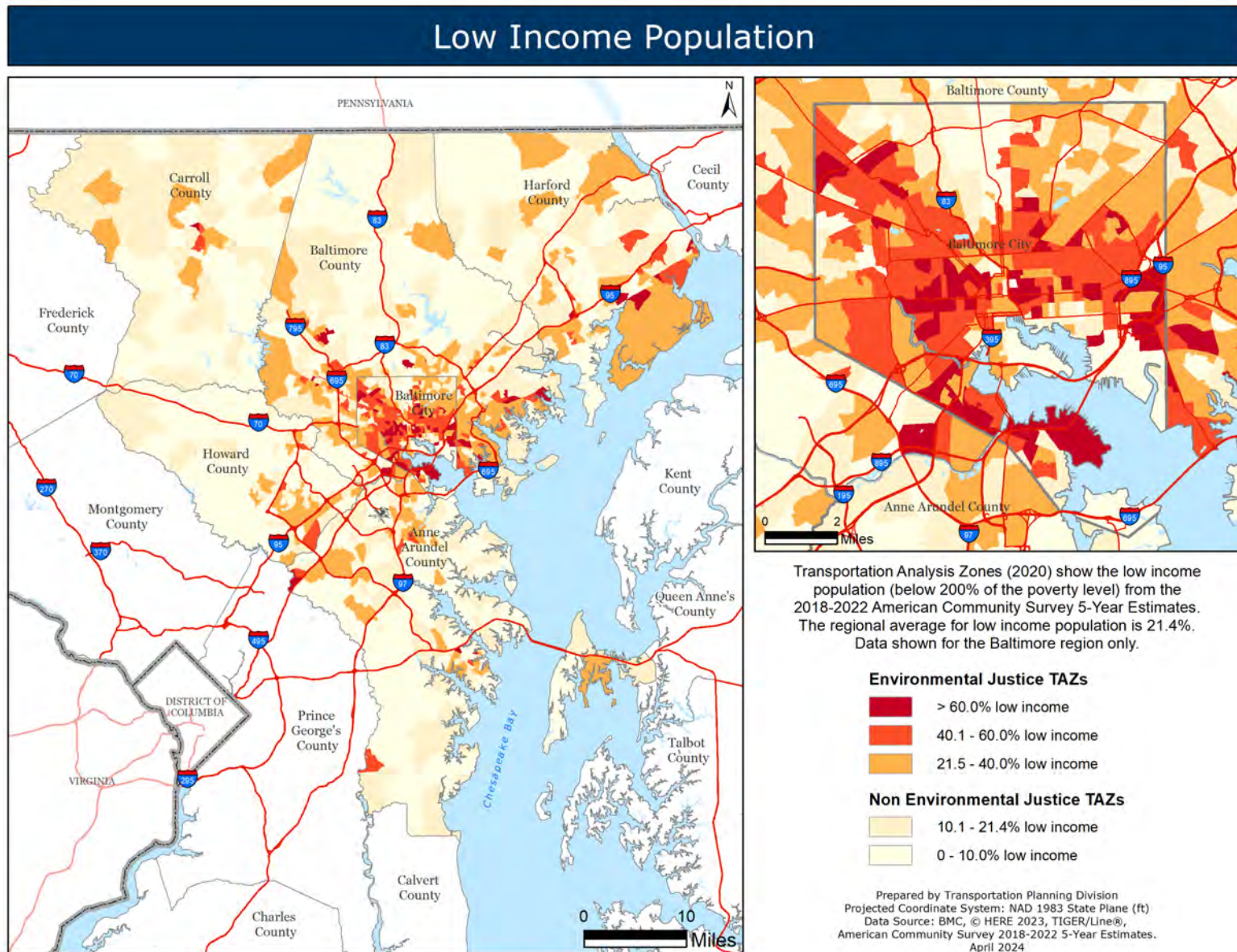


Exhibit II-3: Minority Population by TAZ

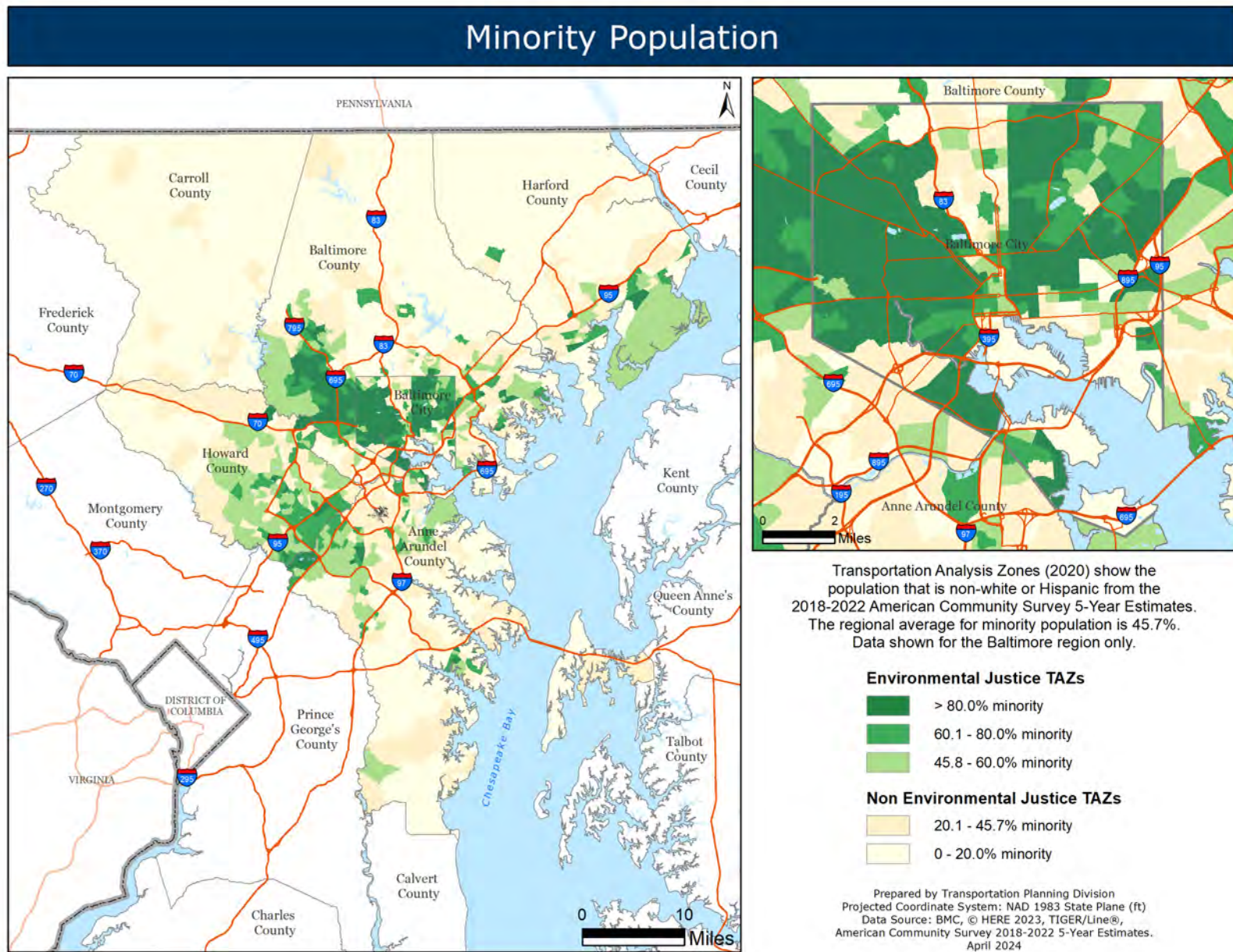
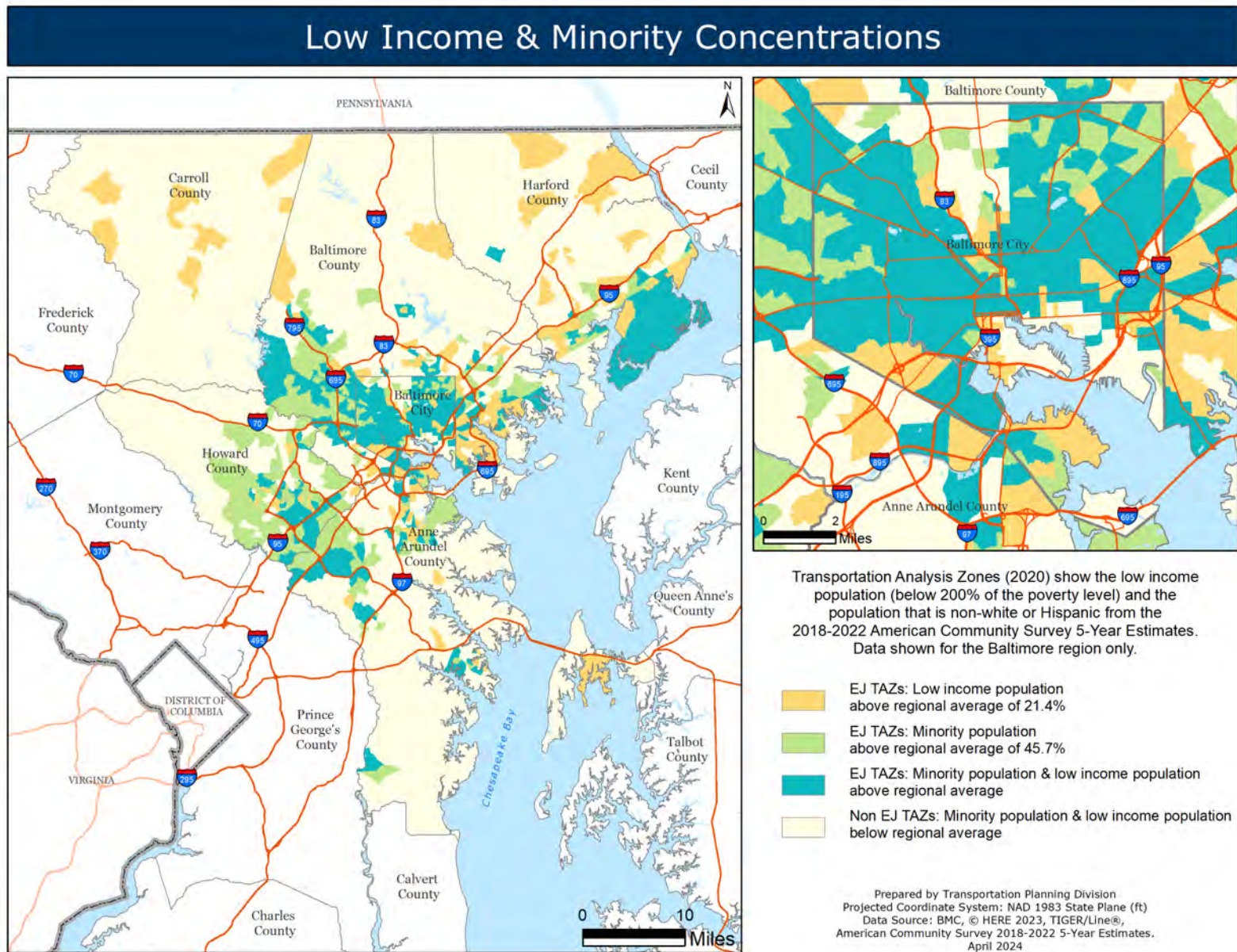


Exhibit II-4: Environmental Justice TAZs by Type



C. Coordinating Human Service Transportation

The FAST Act supported transportation initiatives for elderly and disabled populations through the FTA Section 5310 Capital Grant Program, or Enhanced Mobility of Seniors and People with Disabilities. Low-income populations are served through job access and reverse commute projects under FTA's Urbanized Area Formula Grants (Section 5307) and Formula Grants for Rural Areas (Section 5311) programs. While the FAST Act expired and was replaced by the Infrastructure Investment and Jobs Act in November 2021, some of the FAST Act funding is still in use within the current program cycles. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for all three programs, and consults with the BRTB on program implementation.

Grant recipients must certify that projects funded through these programs "are included in a locally developed, coordinated public transit-human services transportation plan". The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The BRTB is responsible for working with

MDOT MTA to facilitate the Coordinated Public Transit-Human Services Transportation Plan for the Baltimore Region. This regional plan includes the Cities of Baltimore and Annapolis, and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties. The BRTB works with MTA to review applications and make recommendations for the Section 5310 program. The Coordinated Public Transit-Human Services Transportation Plan was last updated in December 2019. An update is expected to be prepared in 2024. Queen Anne's County is included in Coordinated Public Transit-Human Services Transportation Plan for the Upper Shore Region, which is on the same schedule.

The Maryland Job Access Reverse Commute Program (MD-JARC) was passed by the General Assembly in 2018. Modeled after the former FTA grant program of the same name, MD-JARC is designed to connect target populations with employment areas that have experienced significant growth in employment opportunities, by funding transportation services. Target populations reside in low-income areas, have limited or no access to a personal vehicle, and have limited access to fixed route transit service. Up to \$400,000 each year will be available for grants, with 70 percent of the funds

for use in urbanized areas and 30 percent for rural areas. The minimum request is \$10,000 and must be matched by a 25% local contribution.

Sample projects include 1) Extension of service hours on local fixed route systems, 2) Vanpool services, 3) Employer-provided transportation services, and 4) Demand Response / Deviated Fixed Route service. Baltimore Region projects must be endorsed by the BRTB to be considered. The BRTB last endorsed applications in January 2021. Applications are considered every two years.

D. Additional Programs for Seniors and Persons with Disabilities

In addition to administering the FTA Section 5310 and MD-JARC Programs, MDOT MTA provides paratransit service for the elderly and persons with disabilities. MDOT MTA also operates a fleet of buses that is fully accessible to the elderly and persons with disabilities. All new bus purchases are lift-equipped.

As part of their training program, bus drivers receive disability awareness/passenger assistance technique training for passengers with special needs. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally disabled travelers are discussed. The training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. Drivers also learn how to operate lift equipment and assist riders who are disabled.

MDOT MTA operates Mobility and a Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route bus service. The Reduced Fare Program provides a 50% discount for the elderly and persons with disabilities in

accordance with requirements for recipients of federal operating assistance from FTA (49 CFR 609.23).

In addition to these programs, MDOT MTA initiated two programs: MDOT MTA Call-a-Ride Service and the Senior Rides Program.

MDOT MTA Call-a-Ride

The MDOT MTA Call-a-Ride Service is open to eligible MDOT MTA Mobility customers. This program offers program participants same day transportation options through a network of taxi and sedan providers. Participants in the program can use the service for any purpose and take it to anywhere within the service area of Mobility. There is a fee of \$3.00 for each one way ride with a meter reading of \$40 or less. MDOT MTA will pay the fare up to \$40, and the participant is responsible for paying the balance of the fare that exceeds the \$40 limit in cash. Participants may be accompanied by up to 3 people per trip if all passengers start and end the ride at the same location. A limited number of wheelchair accessible taxis and sedans are available to individuals with mobility impairments who use motorized or non-folding wheelchairs. A list of participating companies is available to users.

Senior Rides Program

Since FY 2006, MDOT MTA has awarded grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors. MDOT MTA offered approximately \$187,000 in State funds in FY24, which must be matched by 25% local contributions. The projects must provide door-to-door transportation service, use primarily volunteer drivers, and have a dispatching system.

FY 2024 awards worth over \$237,000 went to the following organizations in the

Baltimore Region:

- Action in Maturity (AIM) - \$22,500
- Baltimore County Department of Aging - \$9,500
- Caring Carroll, Inc. - \$20,000
- Comprehensive Housing Assistance, Inc. - \$9,500
- Lifestyles - \$22,551
- Neighbor Ride - \$33,640
- Olney Home - \$7,500
- Partners in Care - \$65,500
- St. Mary's Department of Aging - \$14,000

- Wilson Ministry Center – The Vestry of Deer Creek Parish - \$21,000
- Worcester Commission on Aging - \$11,400

E. Status of Projects from the 2024-2027 TIP and New Projects in the 2025-2028 TIP

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2024-2027 TIP, must be tracked and any significant delays in the planned implementation of these major projects must be explained. In order to meet this guideline, Table II-3 lists all projects from the 2024-2027 TIP by jurisdiction including the TIP ID, year of operation in the 2024-2027 TIP, year of operation in the 2025-2028 TIP (if any), and status of the project.

Table II-3 sometimes lists the year of operation in the 2025-2028 TIP as XX. This means the project is not in the new TIP either because funds have been received, the project is complete, the project is between funding stages, the project is on hold, or the project is not being pursued. The reason is noted in the project status. Ongoing means that this project continues year after year. NA means not applicable, usually used for a study where the year of operation has yet to be determined.

Table II-4 lists projects that are new to the 2025-2028 TIP. Additional details on these projects are available in Chapter VI.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
<u>Anne Arundel County</u>				
Hanover Road Corridor Improvement	11-1801-42	2030	2030	In Design. Anticipated Design completion FY 26. R/W acquisition underway. Construction to follow.
Furnace Avenue Bridge over Deep Run	11-1103-13	2027	2029	In Schematic Design. Anticipated ad in August 2027, NTP early 2028 and completion in early 2029.
Harwood Road Bridge over Stocketts Run	11-1208-13	2023	XX	Construction is complete.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2024	2026	In Construction, 2025 estimated completion.
O'Connor Road Bridge over Deep Run	11-1403-13	2026	2027	In Design. AD March 2026, Construction Completion Nov 2027. Delays due to obtaining environmental permits.
McKendree Road Culvert over Lyons Creek	11-1601-19	2025	2026	Awaiting construction authorization.
Polling House Road Bridge over Rock Branch	11-1602-13	2026	2028	In Design, Construction estimated to begin in 2026
Hanover Road Bridge over Deep Run	11-2105-13	2027	2027	In Design, Anticipated Design completion FY 26. R/W acquisition underway. Construction to follow.
Conway Rd. Bridge over Little Patuxent River	11-2106-13	2028	2028	In Design, estimated completion in FY 26, Construction to follow.
Jacobs Road Bridge over Severn Run	11-2107-13	2027	2027	In Design, Construction anticipated late 2025/ early 2026.
Culvert Invert Paving	11-2401-13	2025	2025	Four locations currently in design.
Town Center Boulevard over Tributary to Severn Run	11-2402-13	2030	2030	Design activities just underway.
Patuxent Road over Little Patuxent River	11-2403-13	2030	2030	Design activities just underway.
Governor's Bridge Road Bridge over Patuxent River	11-2404-13	2028	2028	Project initiation underway.
Parole Transportation Center	11-2101-66	2026	2026	In Design. Ad expected in 2024 with construction completion in 2025.
<u>Annapolis</u>				
Annapolis Electric Passenger Ferry Pilot Program	18-2401-99	2025	2025	Preparation is underway for an environmental impact assessment. All project components are expected to begin in FY 2024. The ferry service is anticipated to be in service in FY 2025.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
<u>Baltimore City</u>				
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Shifted \$12.5 million for 2 Traffic Signal Reconstruction projects (8 Signal Package and 20 Signal Package) to FY25. CCTV project is under review in partnership with Citiwatch. Signal Rewiring Citywide is currently under design. Fiber Optic and Copper Communications design will resume upon SHA/FHWA approval of Signal Rewiring design. Geometric Improvements at multiple Intersections is under construction, all funds obligated. Citywide Traffic Signal Timing Optimization project is underway, all funds obligated.
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	2027	2027	Community engagement issues have contributed to delays. Anticipating engineering and NEPA in FY25.
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	2027	2027	95% design stage. Estimated total cost revised from \$5.4M to \$6.4M to reflect estimated construction cost.
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	2028	2030	Working with design consultant for proposal to initiate design. Delay incurred in YOP was related to the consultant process.
Communication Upgrades - Wireless	12-2304-07	2028	2028	FY24 funds for engineering carried over to FY25.
Baltimore City Greenway Trail Network – Eastern Segment	12-2406-03	2025	2026	Project is navigating NEPA, which is a requirement for accessing allocated federal funds; expecting completion in 2024. Rolling over FY24 funds to FY25 in the scenario that property cannot be acquired before the end of the fiscal year. Department of Planning is working to provide a CIP number.
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2028	2028	The project is scheduled to be advertised in FY 25. The project had to be re-advertised due to insufficient funding availability.
Transportation Management Center Upgrade	12-1701-04	2027	2027	Expecting NTP on our Controller upgrade/ATMS project in FY25.
Greenway Middle Branch Phase 2	12-2102-03	2025	2025	DOT took over project from Rails-to-Trails. Project is in “phase 2” going from 30%-100% design.
Perring Parkway Ramp over Herring Run	12-1215-13	2025	2025	Project is scheduled to be advertised in FY 25. Advertisement was pushed back due to contractual issues. Total project cost revised.
Sisson Street Bridge over CSX Railroad	12-1216-13	2026	2028	The project is scheduled to be advertised in FY 25. Advertisement was delayed to reach a legal binding

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Belair Road Complete Streets	12-1404-11	2027	2028	agreement with CSX railroad to account for construction funding and access. Phase I is complete. Phase II is at 65% Design Stage, Anticipated Construction start Phase II, Spring 2025, FY 2024 Engineering funds are for Preliminary Design for Phase III work.
Orleans Street Bridge over I-83 and City Streets	12-1601-13	2028	2030	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues. Cost revised and DOP pushed back to 2030.
Remington Avenue Bridge over Stony Run	12-1602-13	2024	2025	The project is scheduled to be advertised in FY 25. Advertisement was pushed back due to contractual issues.
Moore's Run Bridge Replacements	12-1603-13	2030	2032	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues. Project renamed and scope changed to reflect that bridges will be replaced.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2026	2032	The project is scheduled to start the design process in FY 25. As a result the funding schedule needed to be updated.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2029	2032	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues.
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	2024	2026	The project is under construction but needed additional federal funds in order to fund the changes to the project.
Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	2031	2031	The project is scheduled to be advertised in FY 25. Advertisement was pushed back due to needing a legal binding agreement with CSX railroad.
25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2027	2027	95% Design Stage, Anticipated Construction Start Summer 2025.
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	2030	2032	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues.
Citywide Asset Management	12-2003-19	Ongoing	Ongoing	Utilizing the recently approved Federal On-Call Contracts, Baltimore City DOT is working towards task acceptance and approval for consultant services to perform the survey and data processing of pavement conditions. This intake of data will then serve to create an optimized pavement management plan and scenario outlook.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Brehms Lane over Herring Run	12-2005-13	2028	2033	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues.
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2027	2028	95% design stage. Year of operation is 2028.
Hanover Street over CSX	12-2008-13	2027	2032	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues.
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	2030	2035	The project is scheduled to start the design process in FY 25. As a result the funding schedule needed to be updated.
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	2027	2028	The project is currently at 65% Design Stage. Anticipated Construction start Spring 2025.
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2027	2028	65% design stage. Year of operation is 2028. Construction funding moved from FY25 to FY26, engineering funding requested for FY25.
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	2028	2029	65% design stage, year of operation is 2029. The estimated total cost revised from \$16.1M to \$22.65M based on updated construction cost estimate.
Pennington Avenue Rehabilitation from Birch Street to East Ordinance Road	12-2013-11	2027	2027	95% Design Stage, Anticipated Construction Start Fall 2024.
Waterview Avenue over Ramp to 295	12-2015-13	2027	2032	The project is scheduled to start the design process in FY 25. Advertisement was pushed back due to contractual issues.
RAISE Transit Priority Project	12-2201-64	2025	XX	Expecting to execute grant agreement later in FY24; will amend TIP to "roll over" funding from FY23. Current FY24 funds were not used.
Capital Project Delivery Services	12-1901-99	Ongoing	XX	Project is on hold and not requesting funds at this time.
W. North Avenue Pedestrian Safety Improvements	12-2401-03	2030	2030	Anticipate design work to begin in Spring of 2025.
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	2030	2030	Anticipate design work to begin in Spring of 2025.
25 th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29 th Street	12-2403-11	2030	2030	Design will be initiated in FY25.
Johnston Square Improvements	12-2404-11	2030	2030	Working with design consultant for proposal to initiate design.
Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	12-2405-11	2030	2031	Working with design consultant for proposal to initiate design. Length extended by 350 feet to extend eastern limit from Washington St to Wolfe St.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
<u>Baltimore County</u>				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2024	2025	Project redesign is underway. Advertisement is not expected until Spring 2025 given DNR land acquisition requirements, utility relocation, and finalization of design. Coordination is ongoing with DNR and utilities.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2026	2026	Project redesign is underway. Advertisement is not expected until Spring 2025 given finalization of design, NEPA re-evaluation, and ROW acquisition. Design is nearly complete and NEPA re-evaluation is underway with only a few outstanding items.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2024	2026	Final Design phase is beginning. Advertisement is not expected until 2025 given remaining design efforts, permitting, and utility relocations.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2026	2026	Preliminary design is underway. 30% submission is scheduled for November 2024. Advertisement is anticipated for Fall 2025.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2027	2027	Preliminary design is underway. 30% resubmission is anticipated in Spring 2024. Advertisement is anticipated for Summer 2025.
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	2027	2027	Preliminary design is beginning. Advertisement is anticipated for 2026.
Torrey C. Brown Trail Safety Improvements	13-2401-03	2024	XX	Construction of raised crosswalks at 9 intersections expected to be complete in 2024.
Wise Avenue and Holabird Avenue Bicycle Facilities	13-2402-03	2024	XX	Installation of bicycle facilities along Wise Avenue and Holabird Avenue anticipated to be complete in 2024
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
<u>Carroll County</u>				
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2025	2025	Delays caused by SHA Contractual changes. Consultant is progressing TS&L design.
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2029	2029	Administrative preliminary paperwork to be completed at a later date due to reorganization of priorities, with engineering planned to begin in FY2025.
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2025	2025	Delays caused by SHA Contractual changes. Consultant is progressing TS&L design.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2025	2025	Delays caused by SHA Contractual changes. Consultant is progressing TS&L design.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Old Kays Mill Culvert over Beaver Run	14-2101-13	2028	2029	Preliminary engineering moved out to FY27 due to a reorganization of project priorities. Construction remains at FY29.
Brown Road Culvert over Roaring Run	14-2102-13	2026	2029	Updated construction funding cost and year based on a re-ordering of project priorities.
McKinstry's Mill Road over Little Pipe Creek	14-2103-13	2027	2027	Due to a reordering of priorities, preliminary engineering will begin in FY25.
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	2024	2025	TS&L Submission complete. Consultant preparing Final Design scope so design can progress.
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	2024	XX	Consultant is working on final design.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program.
<u>Harford County</u>				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2025	2026	Funded for Construction in FY 25.
Glenville Road Bridge #30 over Mill Brook	15-1601-13	2026	2028	Utility relocation and construction expected in FY 27.
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	2026	2028	Utility relocation anticipated in FY 25 and construction anticipated in FY 26 and FY 27.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2028	2028	Funded for construction in FY 27. NEPA approval not received yet.
Aberdeen Transit Oriented Development Station Square Project	15-2405-55	2030	2030	The City of Aberdeen has received multiple grants to begin engineering. The City will continue to seek additional grants for engineering and construction, which is anticipated to be complete in 2030.
Madonna Road Bridge #113 over Deer Creek	15-2101-13	2029	2029	Engineering continues. Construction anticipated in 2028.
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	2030	2030	Engineering scheduled in FY 2025 and FY 2026. Preliminary design/NEPA to begin in 2025.
Stafford Road Bridge #162 over Buck Branch	15-2103-13	2030	2030	Funded for right-of-way and permits in FY 26.
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	2028	2029	In the TIP and funded for construction in FY 2028.
Moore's Road Bridge #78 over a tributary of Gunpowder Falls	15-2201-13	2028	2029	Design funds in FY 25, right-of-way funds in FY 26 and construction funds in FY 28.
Hess Road Bridge #81 over Yellow Branch	15-2202-13	2029	2029	design/engineering funds programmed in FY 26 and FY 27 and right-of-way funding programmed in FY 28.
Woodley Road Extension	15-2403-14	2026	2027	Funded for construction in FY 26 Cost increased as a result of additional utility relocations.
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Cullum Road Bridge #12 over Tributary of James Run	15-2401-13	2031	2031	In the current TIP with design/engineering funds programmed in FY 26 and FY 27
Chestnut Hill Road Bridge #41	15-2402-13	2031	2031	In the current TIP with design funds in FY 27 and FY 28
Bridge Painting	15-2404-14	Ongoing	Ongoing	Ongoing
Howard County				
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2030	2030	Ho. Co. currently assessing additional breakout projects.
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	2024	XX	This is a developer project. This is a developer project. Phase 1 construction is underway. Additional funding is needed to proceed with phase 2.
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	2025	XX	FY24 - Phase IV (I-70 bridge replacement) final design ongoing. Box culvert design in Phase III completed.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	River Road over Rockburn Branch is complete. All other projects are in various stages of design.
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	2026	2026	Design is currently at 25% completion. Advertisement anticipated in spring 2026 with summer 2026 construction start.
Patapsco Regional Greenway: ElkrIDGE to Guinness Open Gate Brewery	16-2301-03	2026	2026	Engineering continues with 60% plans anticipated by summer 2024 and 100% plans by spring 2025. Project is partially funded for construction, but additional funding is needed to complete.
Maryland Port Administration				
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	2026	2026	Construction started in 2024. Anticipated completion is the end of 2026.
Port of Baltimore Rail Capacity Modernization Project	30-2301-83	2026	2026	Construction anticipated to begin in FY25 or later due to scope changes that are awaiting FRA approval.
Howard Street Tunnel	32-2101-83	2025	2027	Construction is ongoing. Project costs are higher than anticipated when the project was initially submitted for INFRA.. Delay in completion is a result of agreements with CSX and MDOT.
Masonville Cove Connector: Shared Use Path Design and Construction	32-2301-03	2025	XX	NEPA and Engineering progressing. Construction anticipated FY 25 or later.
Maryland Transportation Authority				
Francis Scott Key Bridge Reconstruction	20-2401-44	2028	2028	Planning is underway. Requests for Proposal submitted with Design Build Team expected to be selected in mid to late summer of 2024. Construction completion anticipated for fall 2028.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
I-95 Fort McHenry Tunnel: I-95 Access Study	22-1901-45	2029	2029	Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	2028	2029	Engineering should be completed in FY 2024. Construction is anticipated to begin in the FY 2025 timeframe, with project completion in 2029.
I-95 Express Toll Lane Northbound Extension	25-1801-41	2027	2027	Construction is ongoing and will be completed through more than two dozen individual construction contracts. To date, several construction contracts have been completed, several are underway, and more construction contracts are scheduled to begin this year. The entire Program is anticipated to be completed in 2028.
I-95 Southbound Part-Time Shoulder Use	25-2101-41	2027	2028	Added to Construction program. Project was delayed an additional year due to MDE permitting.
<u>MTA - Transit</u>				
Urban Transit Systems – Capital Assistance	40-1602-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Ongoing	Ongoing	Project is ongoing. To date, 44 Buses of the 70 have been delivered by Nova, with 36 of those Buses accepted and in revenue service.
Small Urban Transit Systems – Capital Assistance	40-9502-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	Projects are ongoing and on schedule
Small Urban Transit Systems – Operating Assistance	40-0104-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Preservation projects ongoing
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Projects are ongoing and on schedule
Urban Transit Systems – Operating Assistance	40-1603-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Agencywide System Preservation and Improvement	40-1801-64	Ongoing	Ongoing	Various projects ongoing. Particularly large project will consist of the replacement and modernization of 40 elevators.
Bus System Preservation and Improvement	40-1803-64	Ongoing	Ongoing	Project is ongoing. Commissioning/testing and operation of electric vehicle service equipment (EVSE) to enable battery electric buses (BEBs) to be placed into revenue service.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	Projects are ongoing. 45 of 53 Light Rail Vehicles accepted for revenue service. Projected delivery of final car is 5/17/2024.
Metro and Light Rail System Preservation and Improvement	40-1805-64	Ongoing	Ongoing	Various projects are ongoing
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and on schedule
Eastern Bus Facility	40-2301-65	2026	2028	Project Design is complete. Construction is ongoing and on schedule, with estimated completion in 2028.
Zero Emission Infrastructure and Rolling Stock	40-2302-63	2026	2029	Project is ongoing and on schedule. BEB procurement continues to advance. Procurement of 350 battery electric buses at the rate of 70 per year starting in 2025.
Baltimore City Ferry Service Improvements	42-2401-99	2026	2026	Project is on schedule
Baltimore Penn Station Multimodal Investments	42-2402-64	2029	2029	Engineering to begin in FY 2024.
Penn-Camden Connector	42-2403-64	2033	2033	Engineering to begin in FY 2025.
<u>MTA - Commuter Rail</u>				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Projects are ongoing. 48 out of 63 multi-level vehicles have completed overhaul and are operating in revenue service and 5 out of 6 GP39 diesel locomotive overhauls are complete.
MARC Improvements	70-1502-54	Ongoing	Ongoing	MARC system capacity improvement projects are ongoing. Funds are split 50/50 between the Baltimore and Washington region TIPs as commuter rail funds can be used anywhere MARC runs.
MARC Facilities	70-1503-55	Ongoing	Ongoing	Various projects are ongoing.. MARC Martin Stare Airport scheduled for Ad March 2024. MARC BWI Garage in design with Ad in Spring 2024. MARC Riverside Maintenance building was turned over to MARC Train for use and occupancy. And, Odenton Station is pending advertisement.
Martin Airport – All Stations Accessibility Program	72-2401-64	2029	2029	Project is ongoing and on schedule. Design to begin in April with completion expected in November 2024. NEPA to be complete by the end of 2025.
<u>MDOT – Office of the Secretary</u>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
<u>State Highway Administration</u>				

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
National Electric Vehicle Infrastructure (NEVI)	60-2401-09	2030	2030	PE anticipated to start Winter/ early Spring 2024; CO anticipated to start in Fall 2024 and be completed Fall 2030.
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing
I-70: MD 32 to I-695 (Formerly TSMO System 1)	60-2301-41	2029	2032	Design is ongoing and anticipated to be completed in Summer 2028; construction currently not funded.
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	2025	2026	Construction ongoing and anticipated to be completed in Fall 2026.
MD 2: US 50 to Arnold Road	61-2301-41	2026	2026	PE ongoing and anticipated to be completed in Fall 2026; not funded for construction.
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	61-2302-41	2026	2026	PE anticipated to reach 30% in Spring 2024 and be completed in Spring 2026; construction not funded.
MD 170: Norcross Lane to Wieker Road	61-2303-41	2025	2026	PE and ROW ongoing and to extend through FY 2025; construction not funded.
MD 214: MD 468 to Camp Letts Road	61-2304-41	2026	XX	PE ongoing and anticipated to be completed in FY 2024; construction not funded.
I-97: US 50 to MD 32 TSMO	61-2305-41	2027	2030	Engineering ongoing. Construction anticipated in FY 2029. Delays due to change in scope.
MD 173: Bridge Replacement over Rock Creek	61-2101-13	TBD	TBD	Design ongoing and anticipated to be completed in Fall 2025 (delayed to resolve ongoing utility and permitting issues); construction is not funded.
I-795: Dolfield Boulevard Interchange	63-0803-46	2031	2032	PE ongoing and is at 30% completion and anticipated to be completed in Winter 2027/2028; CO not funded. NEPA re-evaluation underway.
I-695: US 40 to MD 144	63-1601-41	2021	2021	Construction is ongoing; noise barrier anticipated to be completed in Summer 2024.
I-695: I-70 to MD 43	63-1802-41	2024	2026	Construction ongoing with completion anticipated in Winter 25-26.

Table II-3: Status of Projects from the 2024-2027 TIP

Project	TIP ID	Year of Operation		Project Status
		24-27 TIP	25-28 TIP	
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	2025	2027	Utilities delayed which pushed work into FY 25 and 26; Construction now pushed to FY 26-28.
I-695: Reconstruction of Interchange at I-70	63-2201-12	2027	2029	This is a design build project. Requests For Qualifications anticipated in July 2024; construction to begin in FY 2027.
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	2025	2026	Construction ongoing and anticipated to be completed in Spring 2026. Four of the ten bridges are anticipated to be complete by spring 2024.
MD 32: 2 nd Street to Main Street	64-2301-12	2026	2026	Engineering ongoing and anticipated to be completed in Winter 25-26; Construction currently not funded.
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	TBD	TBD	Planning ongoing with anticipated completion in fall 2024.
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	2024	2025	Construction underway with anticipated completion in spring 2025.
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	2026	2026	Engineering ongoing and anticipated to be completed in late 2024; Construction currently not funded.
MD 24: 900 ft south of Sharon Road to 1,700 north of Ferncliff Lane, Section G	65-1601-12	2026	2025	Construction started in Fall 2023 and is anticipated to be completed in Summer 2025.
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	2026	2028	Engineering ongoing; Construction anticipated to begin in Spring 2025 and be completed in Summer 2028.
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2025	Roadway open to traffic; remaining funding needed for Type 1 noise abatement
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	TBD	TBD	Planning ongoing with anticipated completion in fall 2024.

Table II-4: New Projects in the 2025-2028 TIP

Agency	Project	TIP ID	Project Category	Year of Operation
Anne Arundel County	EV Charging Stations and Other Green Technology	11-2501-05	Emission Reduction Strategy	2026
Anne Arundel County	Odenton MARC TOD	11-2502-55	Commuter Rail Preservation	2026
Baltimore City	Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	12-2501-11	Highway Preservation	2030
Baltimore City	Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	12-2502-11	Highway Preservation	2031
Baltimore City	Russell Street Viaduct Bridge Replacement	12-2503-13	Highway Preservation	2034
Baltimore City	2022 Pedestrian & Roadway Safety Improvements	12-2505-39	Environmental/Safety	2025
Baltimore City	2023 Pedestrian & Roadway Safety Improvements	12-2506-39	Environmental/Safety	2025
Baltimore City	Kelly Avenue Bridge Replacement	12-2504-13	Highway Preservation	2032
Baltimore City	Hawkins Point Bridge over CSX Railroad*	12-9903-13	Highway Preservation	2030
Baltimore County	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad*	13-1105-13	Highway Preservation	2028
Baltimore County	Piney Grove Road Bridge No. B-0140 over CSX Railroad*	13-1107-13	Highway Preservation	2029
Carroll County	Woodbine Road over South Branch Patapsco River	14-2501-13	Highway Preservation	2030
Harford County	Stafford Road Bridge #19 over Herring Run	15-2501-13	Highway Preservation	2031
Harford County	Perryman Access – Mitchell Lane	15-2502-14	Highway Capacity	2031
MDOT MTA	Red Line	40-2501-67	Transit Capacity	2035
MDOT MTA	Mondawmin Transit Hub	42-2501-65	Transit Preservation	2028
MDOT SHA	MD 100: Howard County line to MD 170	61-2401-11	Highway Preservation	2024
MDOT SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls*	63-1706-13	Highway Preservation	2023

*Projects appeared in previous TIPs but were not included in the 2024-2027 TIP due to lack of funding and are now requesting funds in the 2025-2028 TIP.

F. Conformity with Air Quality Planning

The Clean Air Act Amendments require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore region is designated as a moderate nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The BRTB has conducted a comprehensive analysis of conformity for the 2025-2028 TIP with air quality goals as a pre-condition of its acceptance by federal funding agencies. The results of this work, as summarized below and in an accompanying report entitled *Conformity Determination of the 2025-2028 Transportation Improvement Program and Resilience 2050*,

concluded that the region's transportation plan and program are in conformity with air quality goals.

The conformity determination referred to above is founded upon technical analyses of the impact on areawide emissions of air pollutants associated with building, or not building, projects contained in the TIP. These air quality analyses will be based upon Round 10 cooperative socio-economic forecasts, which will go before the BRTB on July 23, 2024. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the ERS heading on the top right corner of the page. ERS-related projects are documented in the conformity determination report.

Many of the projects contained in the TIP involve non-capacity improvements such as bridge replacement, bridge rehabilitation, streetscapes, road reconstruction, road resurfacing, road rehabilitation, traffic engineering, safety projects, and bicycle and pedestrian facilities. These improvements do not alter the functional traffic capacity of the facilities being improved and are "exempt" from the requirement to determine conformity according to the Final Rule. Therefore they were not included in the travel demand model-based technical analysis.

Projects in the TIP that are not identified as exempt in the Final Rule are identified in the conformity document as “non-exempt.” They are not exempt from the requirement to determine conformity. These projects in the TIP typically involve capacity changes such as building a new roadway or adding lanes to an existing roadway. Non-exempt projects which are regionally significant were included in the travel demand model. Non-exempt, non-regionally significant projects were evaluated to determine whether they were suitable to be included in the travel demand model. Non-exempt, non-regionally significant projects which were not able to be evaluated in the travel demand model were reviewed through a manual quantitative analysis.

Upon completion of the travel demand forecasting task, the results were analyzed by the Maryland Department of Environment (MDE) to estimate the emission effects of the highway based transportation system. The results are portrayed in tons per day of NO_x and VOC for future horizon years.

Conformity determinations by the BRTB were made with input from the local jurisdictions and modal administrations. All projects were assessed by the Interagency Consultation Group (ICG) to determine conformity status for testing. Through coordination with the submitting agencies, the BRTB made a

determination of conformity by testing projects in the model or performing quantitative analyses.

G. Performance Based Planning and Programming

The U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on performance-based planning and programming. The intent of performance-based planning and programming is to aid MPOs in gauging progress relative to regionally established goals, strategies, performance measures, and performance targets.

- **Goals** are broad aspirations or guiding principles for the region (e.g. “Improve system safety”)
- **Strategies** are specific approaches or policies aiding the implementation of goals (e.g. “Eliminate hazardous or substandard conditions in high-crash locations and corridors”)
- **Performance Measures** are specific metrics the region can use to assess progress towards achieving a goal (e.g. “Decrease number of highway fatalities”)
- **Performance Targets** are specific levels to be reached within a certain time frame (e.g. “Decrease the number of highway fatalities to 121 by 2030”)

Federal rulemaking requires MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. The BRTB coordinated target selection with the State and public transportation providers in the region to ensure consistency. All 25 of the federally mandated performance targets have been adopted by the BRTB.

Performance measures and targets cover several broad categories including transit asset management, transit safety, highway safety, traffic congestion, on-road mobile source emissions, pavement and bridge condition, and travel time reliability.

The following paragraphs summarize each of these performance measures and targets as well as the anticipated impact of investments in the TIP towards their achievement. The BRTB will continue to work to improve the methods utilized to analyze the linkage between TIP investments and regional progress towards performance measures and targets.

Transit Asset Management: Performance Measures and Targets

The Federal Transit Administration (FTA) defines two categories of public transit providers. Tier 1 providers include providers with 101 or more vehicles in revenue service during peak regular service or operators of rail fixed-guideway public transportation systems. Tier II providers include providers that do not operate rail fixed-guideway public transportation systems and have 100 or fewer vehicles in service during peak regular service.

MDOT MTA is a Tier 1 agency and Maryland's direct recipient of federal funds, while all Locally Operated Transit Systems (LOTS) in the Baltimore region are Tier II agencies. As sub-recipients of federal funds, MDOT MTA oversees the LOTS annual asset management requirements.

Tier I providers must develop and carry out an annual Transit Asset Management (TAM) plan, while Tier II providers may participate in a group TAM plan. The plan includes an asset management performance review and sets new targets to monitor and manage public transportation assets to improve safety and increase reliability and performance.

As the regional MPO, BRTB must adopt new baselines and targets on a four-year cycle when updating the Long Range Transportation Plan, the new cycle occurred in 2023. While the group Tier II TAM plan in Maryland is statewide, BRTB elects to adopt regional targets rather than statewide. Asset management FY 2023 baselines and FY 2024 targets adopted by BRTB are as follows.

1) Percentage of revenue vehicles within an asset class that have either met or exceeded their Useful Life Benchmarks (ULBs). Tables II-5 and II-6 summarize these targets.

Table II-5. MDOT MTA Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
AB - Articulated Bus	1.49%	1.49%
AO – Automobile	100%	0%
BU – Bus	8.94%	20.7%
CU – Cutaway	39.9%	41.1%
FB – Ferryboat	45.9%	39.2%
MV – Minivan	0%	0%
SUV - Sports Utility Vehicle	0%	0%
TB - Trolleybus	0%	0%
VN – Van	0%	0%

Table II-6. Baltimore Region Tier II Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
AB - Articulated Bus	0.0%	0.0%
AO – Automobile	57.1%	57.1%
BU – Bus	12.3%	23.0%
CU – Cutaway	36.5%	40.8%
FB – Ferryboat	75.0%	100%
MV – Minivan	28.6%	25.0%
SUV - Sports Utility Vehicle	0.0%	0%
TB - Trolleybus	0.0%	100.0%
VN – Van	11.1%	11.1%

2) Percentage of non-revenue vehicles that have either met or exceeded their ULBs. Tables II-7 and II-8 summarize these targets.

Table II-7. Tier I MDOT MTA Non-Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2023 Performance	2024 Targets
Automobiles	41.4%	41.4%
Trucks and other Rubber Tire Vehicles	16.5%	15.4%
Steel Wheel Vehicles	70%	70%

Table II-8. Baltimore Region Tier II Non-Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2023 Performance	2024 Targets
Automobiles	23.1%	23.1%
Trucks and other Rubber Tire Vehicles	23.1%	30.8%

3) Infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions. Table II-9 summarizes these targets; note that infrastructure does not apply to the Tier II LOTS.

Table II-9. Tier I MDOT MTA Infrastructure Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2023 Performance	2024 Targets
CR - Commuter Rail	0.0%	0.0%
HR - Heavy Rail	2.8%	0%
LR - Light Rail	4.5%	3.9%

4) Facilities: Percentage within an asset class rated below condition 3 on a scale of 1-5 on the FTA Transit Economic Requirements Model (TERM) scale. Tables II-10 and II-11 summarize the facilities targets.

Table II-10. Tier I MDOT MTA Facilities Performance & Targets

% of facilities at or past their ULB		
Equipment Asset Class	2023 Performance	2024 Targets
Passenger / Parking Facilities	7.0%	7.0%
Administrative / Maintenance Facilities	5.7%	4.3%

Table II-11. Baltimore Region Tier II Facilities Performance & Targets

% of facilities at or past their ULB		
Equipment Asset Class	2023 Performance	2024 Targets
Passenger / Parking Facilities	0%	0.0%
Administrative / Maintenance Facilities	0%	0.0%

The 2025-2028 TIP includes seventeen projects related to the purchase, maintenance and rehabilitation of transit assets. MDOT MTA is the project sponsor for all TAM related projects except for the two Anne Arundel County sponsored projects; the Parole Transportation Center and Odenton MARC TOD, and The Aberdeen TOD Station Square Project in Harford County. Table II-12 summarizes these projects. The 2025-2028 TIP includes a total of over \$1.2 billion in TAM related investments. Federal sources such as CMAQ and FTA sections 5307, 5337, and 5339 account for \$923.9 million of this total. Matching funds account for the remaining \$297.4 million. This investment represents 20.0% of the \$6.10 billion programmed in the 2025-2028 TIP.

Table II-12. 2025-2028 TIP Projects Related to Transit Asset Management

Project	TAM Target	Federal	Matching	Total TIP Funds
MARC Rolling Stock Overhauls and Replacement	Vehicles	\$38,967	\$19,739	\$58,706
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	\$134,029	\$33,506	\$167,535
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	\$69,686	\$17,419	\$87,105
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	\$156,412	\$39,100	\$195,512
MARC Improvements	Infrastructure	\$53,653	\$13,410	\$67,063
MARC Facilities	Facilities	62,420	\$3,544	\$65,964
Agencywide System Preservation and Improvement	Facilities and Infrastructure	\$57,043	\$14,205	\$71,248
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	\$82,030	\$20,505	\$102,535
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	\$3,000	\$12,040	\$15,040
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$800	\$800	\$1,600
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$2,664	\$664	\$3,328
Eastern Bus Facility	Tier II Facilities and Vehicles	\$157,444	\$37,790	\$195,234
Zero Emission Infrastructure and Rolling Stock	Tier II Facilities and Vehicles	\$71,261	\$17,814	\$89,075
Baltimore Penn Station Multimodal Investments	Facilities and Infrastructure	\$9,700	\$3,326	\$13,026
Mondawmin Transit Hub	Facilities and Infrastructure	\$20,000	\$13,500	\$33,500
Odenton MARC TOD (Anne Arundel County)	Facilities	\$4,000	\$49,843	\$53,843
Aberdeen TOD Station Square Project (Harford County)	Facilities and Infrastructure	\$800	\$200	\$1,000
Funding Total (in \$1,000s)		\$923,909	\$297,405	\$1,221,314

Transit Safety: Performance Measures and Targets

FTA requires every transit operator that is a direct recipient or sub-recipient of FTA grant funds to implement a Public Transportation Agency Safety Plan (PTASP). Issued in 2019, FTA's final rule to establish and implement Safety Management Systems includes four performance measures for state departments of transportation, metropolitan planning organizations, and locally operated transit systems to use under the PTASP and National Public Transportation Safety Plan, including: 1) fatalities, 2) injuries, 3) safety events, and 4) system reliability.

The thresholds for reportable fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual. Reportable major mechanical failures are defined in the NTD Glossary as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns."

Each operator is required to review their plans annually, and update as needed. An agency is required to submit updates to

their MPO; the MPO then has 180 days to adopt the new targets. All statewide LOTS updated their plans and communicated those measures to BRTB in January 2023. MDOT MTA updated its plan and communicated those measures to BRTB in February 2023. Tables II-13 and II-14 summarize the FY 2023 updated targets.

Table II-13. Transit Safety Performance Measures & Targets – MDOT MTA

Mode of Transit Service	Number of Fatalities	Rate of Fatalities per 1M VRM	Number of Injuries	Rate of Injury per 1M VRM	Number of Safety Events	Rate of Safety Events per 1M VRM	Miles between Major Mechanical Failures
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	6,000
Mobility	0	0.0	77	4.3	33	1.9	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000

Table II-14. Transit Safety Performance Measures & Targets – Baltimore Region LOTS

Operator	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injury per 100K VRM	Number of Safety Events	Rate of Safety Events per 100K VRM	Miles between Major Mechanical Failures
Annapolis Transit							
Fixed Route	0	0	0	0	9	2.1	6,514
Demand Response	0	0	0	0	0	0	Not Available
Anne Arundel OOT							
Fixed Route	0	0	1	0	2	0	25,000
Demand Response	0	0	1	0	1	0	75,000
Baltimore County							
Fixed Route	0	0	0	0	0	0	N/A
Demand Response	0	0	0	0	4	3.4	N/A
Carroll Transit							
Fixed Route	0	0	0	0	0	0	66,513
Demand Response	0	0	0	0	0	0	56,348
Charm City Circulator							
Fixed Route	0	0	4	1.2	13	3.8	1,929
Harford Link							
Fixed Route	0	0	2	0.3	10	1.5	14,348
Demand Response	0	0	1	0.3	2	0.6	14,877
Queen Anne's County							
Fixed Route	0	0	0	0	0	0	224,415
Demand Response	0	0	0	0	0	0	186.726
RTA							
Fixed Route	0	0	0	0	3	0.2	7,825
Demand Response	0	0	3	0.5	0	0	41,556

The 2025-2028 TIP includes eight projects related to the transit safety performance measures and targets. MDOT MTA is the project sponsor for all of these projects aside from the Safety Oversight project (MDOT Office of the Secretary). Table II-15 summarizes these projects. The 2025-2028 TIP includes a total of \$678.4 million in transit safety related investments. Federal sources account for \$538.2 million of this total. Matching funds account for the remaining \$140.2 million. This investment represents 11.1% of the \$6.10 billion programmed in the 2025-2028 TIP.

Table II-15. 2025-2028 TIP Projects Related to Transit Safety

Project	Federal	Matching	Total TIP Funds
MARC Improvements	\$53,653	\$13,410	\$67,063
MARC Rolling Stock Overhauls and Replacement	\$69,686	\$17,419	\$87,105
Bus and Paratransit Vehicle Overhaul and Replacement	\$134,029	\$33,506	\$167,535
Bus and Rail Preventive Maintenance	\$156,412	\$39,100	\$195,512
Metro and Light Rail Rolling Stock Overhauls and Replacement	\$118,460	\$34,396	\$152,856
Small Urban Transit Systems - Capital Assistance	\$800	\$800	\$1,600
Urban Transit Systems - Capital Assistance	\$2,664	\$664	\$3,328
State Safety Oversight (MDOT TSO)	\$2,521	\$930	\$3,451
Funding Total (in \$1,000s)	\$538,225	\$140,225	\$678,450

Highway Safety: Performance Measures and Targets

The FHWA's final rule established five performance measures for state DOTs and MPOs to use to carry out the Highway Safety Improvement Program (HSIP). MDOT and the BRTB coordinated on a methodology using crash data to develop regional targets. The source for all fatality data is the most recently available NHTSA Fatality Analysis Reporting System (FARS) data. Serious injury data were obtained through the state's crash data system. Compliant with the final rule, the methodology uses 5-year rolling averages for each of the measures.

Table II-16 summarizes the five required highway safety performance measures and targets. The table reflects targets adopted by the BRTB in January 2023. The rightmost column in Table II-16 shows 2040 VZ/ZD goals. This refers to the state's and the region's continued commitment to the concept of "Vision Zero/Zero Deaths." While MDOT and the BRTB have adopted short-term yearly highway safety targets in accordance with regulatory guidance and advice from the FHWA, both organizations nonetheless maintain their long-term commitment to achieving zero deaths on the state's and the region's highways. Consistent with the state's Highway Safety

Improvement Plan and Strategic Highway Safety Plan, the 2030 goals are set using an exponential trend from the 2005-2009 baseline figure.

Table II-16. Highway Safety Performance Measures & Targets

Measures related to funding under the Highway Safety Improvement Program (HSIP)					
Measure	2005-2009 Baseline	2021 Actual	2022 Actual	2020-2024 Target	2030 VZ/ZD Goal
Number of fatalities	244	227	223	216	211
Number of serious injuries	2,094	1,643	1,544	1,315	1,167
Fatality rate per 100 million VMT	0.94	0.87	0.85	0.81	0.78
Serious injury rate per 100 million VMT	8.06	6.31	5.90	4.86	4.21
Number of non-motorized (ped/bike) fatalities and serious injuries	290	367	313	329	280

Table II-17 summarizes the three MDOT State Highway Administration (MDOT SHA) projects programming HSIP funds. HSIP funds are programmed in three MDOT SHA areawide projects focusing on environmental improvements, resurfacing and rehabilitation, and safety and spot improvements. Areawide projects group together many smaller projects throughout the region that do not affect air quality, otherwise known as exempt projects. The complete project list is not available from MDOT SHA, but Appendix D lists known projects that MDOT SHA will

pursue as a part of these areawide projects in FY 2025. The 2025-2028 TIP includes \$89.83 million in federal HSIP funds along with \$22.27 million in matching funds for a total of \$112.1 million. This investment represents 1.8% of the \$6.10 billion programmed in the 2025-2028 TIP.

Table II-17. 2025-2028 TIP Projects Programming HSIP Funds

Agency	Project	HSIP Federal	HSIP Matching	Total TIP Funds
Baltimore City	2022 Pedestrian & Roadway Safety Improvements	\$1,680	\$620	\$2,300
Baltimore City	2023 Pedestrian & Roadway Safety Improvements	\$2,790	\$310	\$3,100
MDOT SHA	Areawide Environmental Projects	\$2,240	\$560	\$2,800
MDOT SHA	Areawide Resurfacing And Rehabilitation	\$14,720	\$3,680	\$18,400
MDOT SHA	Areawide Safety And Spot Improvements	\$68,400	\$16,100	\$84,500
Funding Total (in \$1,000s)		\$89,830	\$21,270	\$111,100

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2025-2028 TIP includes many other projects identified by project sponsors as supporting the BRTB's highway safety goals. Examples include the provision of bicycle and pedestrian facilities along roadways as well as other cost effective safety countermeasures (e.g. rumble strips, signal phasing, etc.). These projects program a variety of funds

including other federal sources, state funds, and local funds. Appendix B includes a complete table relating 2025-2028 TIP projects to LRTP goals and performance measures.

In addition to TIP investments, the BRTB has lead or participated in the development and completion of several major projects related to safety throughout the Baltimore region in recent years. Most notably among these are the development and implementation of local Strategic Highway Safety Plans (SHSP), the adoption of Complete Streets policies, and the staffing of pedestrian/bicycle coordinators in local Departments of Transportation or Public Works.

In addition, the BRTB Traffic Incident Management for the Baltimore Region (TIMBR) Committee focuses on safety of responders and all road users through more efficient and coordinated incident response as well as promoting TIM training for all responders. Safety is also a priority of the work of the Congestion Management Process Committee, which aims to improve the mobility of people and goods while enhancing safety and efficiency. BMC is also supporting non-motorist safety projects including the Look Alive regional pedestrian and bicycle safety campaign and the promotion of Bike to Work Week which helps to raise awareness of the rules of the road for

drivers, pedestrians, and cyclists, and also highlights the need for continued expansion of safe sidewalks, bike lanes and safe crossings.

Traffic Congestion and Emissions: Performance Measures and Targets

The Baltimore region is classified as a nonattainment area for the 8-hour ozone standard. As such, the region must work to ensure it maintains conformity with the state's air quality plan. The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides funding for transportation programs and projects that reduce air pollution and mitigate congestion in the transportation system in nonattainment areas.

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to report on traffic congestion to carry out the CMAQ program. This final rule requires state DOTs and MPOs to coordinate and report on a single unified set of performance targets for each of the measures for the urbanized area. These measures are:

- 1) Annual hours of peak-hour excessive delay (PHED): This measure presents the annual hours of PHED that occur within an urbanized area on the National Highway System (NHS). The threshold for excessive delay is either 20 miles per hour or 60%

of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings and either 3-7 p.m. or 4-8 p.m. local time on weekday afternoons. For PHED, the targets were developed by using the existing PHED, calculated through the RITIS tool, and then projecting future delay. The year 2020 was omitted from these calculations to account for the atypical transportation patterns due to the COVID-19 pandemic.

2) Percent of Non-SOV (Single Occupancy Vehicle) measure. The Percent of Non-SOV travel measure is the percentage of non-SOV vehicles traveling within an applicable urbanized area. U.S. Census/American Community Survey (ACS) 5-year data was used to calculate percent non-SOV travel and targets. Performance data for 2020 was omitted to account for the atypical transportation patterns due to the COVID-19 pandemic.

3) On-road mobile source emission reductions: This measure tracks the total emission reductions attributed to projects funded through the CMAQ program. Total emissions reductions are calculated by summing 2- and 4-year totals of emissions reductions of an applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds. The

applicable pollutants for 8-hour ozone are Volatile Organic Compounds (VOCs) and nitrogen oxides (NOx).

Table II-18 summarizes the current traffic congestion and emissions performance measures and targets for the second performance period. The BRTB adopted initial traffic congestion targets in May 2018 and the emissions target in June 2018 for the first performance period. The baseline performance plan and targets for the second performance period, 2022-2025, were approved in August 2022. BRTB is in coordination with MDOT to review targets for the second mid-performance period which are expected in October 2024.

Table II-18. Traffic Congestion and Emissions Performance Targets for the Second Performance Period, 2022-2025

Measures related to funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program			
Measure	Baseline (Year)	2-year Targets	4-Year Targets
Annual per capita hours of peak-hour excessive delay (PHED)	20.6 hours (2019)	<14.8 hours	<15.7 hours
Percentage of non-SOV travel	25.4% (2019)	25.3%	25.5%
Reduction of VOC (kg/day)	154.74 (2018-2021)	0.87	6.64
Reduction of NOx (kg/day)	412.91 (2018-2021)	13.63	43.27

Table II-19 summarizes the TIP projects programming CMAQ funds. The 2025-2028 TIP includes \$193.3 million in federal CMAQ funds along with \$47.6 million in matching funds for a total of \$240.9 million. This investment represents 3.9% of the \$6.10 billion programmed in the 2025-2028 TIP.

MDOT MTA accounts for nearly 91% of CMAQ funds programmed in the TIP, with MDOT SHA accounting for the remainder. MDOT MTA sponsored projects include two projects focused on the overhaul and replacement of bus, metro, and light rail vehicles as well as funding for ridesharing in the Baltimore region. MDOT SHA sponsored projects include two areawide projects focused on congestion management and safety and spot improvements. As mentioned previously, Appendix D lists known projects that MDOT SHA will pursue as a part of these areawide projects in FY 2025.

Table II-19. 2025-2028 TIP Projects Programming CMAQ Funds

Agency	Project	CMAQ Federal	CMAQ Matching	Total TIP Funds
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	\$108,283	\$27,070	\$135,353
MDOT MTA	Eastern Bus Facility	\$877	\$219	\$1,096
MDOT MTA	Ridesharing - Baltimore Region	\$2,672	\$0	\$2,672
MDOT MTA	Agencywide System Preservation and Improvement	\$220	\$0	\$220
MDOT MTA	Zero Emission Infrastructure and Rolling Stock	\$58,542	\$14,635	\$73,177
MDOT MTA	Bus System Preservation and Improvement	\$5,323	\$1,330	\$6,653
MDOT SHA	Areawide Congestion Management	\$8,800	\$2,200	\$11,000
MDOT SHA	Areawide Safety And Spot Improvements	\$8,560	\$2,140	\$10,700
Funding Total (in \$1,000s)		\$193,277	\$47,594	\$240,871

Pavement and Bridge Condition: Performance Measures and Targets

The FHWA's final rule established six performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include four measures of pavement condition and two measures of bridge condition.

Pavement condition is based on a calculation using measures of international roughness index (IRI), cracking, and rutting or faulting. Bridge condition is based on National Bridge Inventory (NBI) condition ratings for the bridge deck, superstructure, substructure, and culvert. Pavement sections and bridges are assigned a rating of good, fair, or poor based on the worst score among the rated elements. For example, if the bridge deck is rated poor while the other elements are rated fair, the bridge condition will be rated poor.

The pavement and bridge condition targets adopted by the BRTB are based on projecting current conditions out to the target years, considering planned and programmed maintenance. However, the targets do not necessarily represent what the BRTB would like to accomplish with respect to pavement and bridge conditions. The results of this target setting may be considered as a factor in redirecting funds if deemed appropriate.

Table II-20 summarizes the six required performance measures and targets for pavement and bridge condition. The BRTB adopted these measures and targets in October 2018.

Table II-20. Pavement and Bridge Condition Performance Measures & Targets

Measure	2-Year Targets	4-Year Targets
% of NHS interstate pavement in good condition (2024,2026)	45.3%	42.5%
% of NHS interstate pavement in poor condition (2024,2026)	4.6%	4.1%
% of NHS non-interstate pavement in good condition (2024,2026)	22.5%	21.7%
% of NHS non-interstate pavement in poor condition (2024,2026)	13.7%	15.4%
% of NHS bridges in good condition (2024,2026)	18.3%	18.6%
% of NHS bridges in poor condition (2024,2026)	3.0%	5.0%

Tables II-21 and II-22 summarizes funds programmed in the 2025-2028 TIP for projects related to pavement condition. Projects are categorized as interstate or non-interstate NHS for consistency with the required performance measures and targets. Project scopes vary and include many elements that do not affect pavement condition. As a result, only a small portion of the funds listed may be utilized to improve pavement condition. The year of operation for each project is listed in parenthesis after the project name.

In addition to the projects listed in Tables II-21 and II-22, MDOT SHA's areawide projects for resurfacing and rehabilitation, safety and spot improvements, and urban reconstruction include

funds applicable to pavement condition, though not all of the funds will contribute to improved pavement condition and those that do may not be used on the NHS. Known projects that will be pursued under these areawide projects in FY 2025 are listed in Appendix D. These areawide TIP projects program \$579.9 million in federal funds along with \$144.9 million in matching funds for a total of \$724.8 million. \$338.2 million of the funds in these projects are programmed under the National Highway Performance Program, which is used on NHS facilities.

2028 TIP includes a total of \$198.14 million in federal funds for these projects along with \$1.59 billion in matching funds for a total of \$1.79 billion. The vast majority of these funds are dedicated to the reconstruction of the Francis Scott Key Bridge. As federal funds are provided, the share of state funds will be adjusted accordingly.

Table II-21. 2025-2028 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
NHS Interstate Projects				
Baltimore City	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue (2030)	\$1,360	\$340	\$1,700
Baltimore City	I-84 Concrete Deck Mill and Resurface (2032)	\$1,800	\$450	\$2,250
MDOT SHA	I-695: I-70 to MD 43 (2026)	\$47,884	\$60	\$47,944
MDOT SHA	I-695: US 40 to MD 144 (2021)	\$0	\$336	\$336
NHS Interstate Subtotal (In \$1,000s)		\$51,044	\$1,186	\$52,230

Table II-23 summarizes the funds programmed in the 2025-2028 TIP for bridge projects on the NHS. The programmed funds listed are for various project phases including engineering, right-of-way, and construction. The year of operation for each project is listed in parenthesis after the project name. The 2025-

Table II-22. 2025-2028 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Non-Interstate NHS Projects				
Baltimore City	Johnston Square Improvements	\$1,600	\$400	\$2,000
Baltimore City	Belair Road Complete Streets (2028)	\$6,080	\$1,520	\$7,600
Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue (2027)	\$9,120	\$2,280	\$11,400
Baltimore City	Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street (2028)	\$5,600	\$1,400	\$7,000
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway (2028)	\$6,800	\$1,700	\$8,500
Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue (2028)	\$10,920	\$2,730	\$13,650
Baltimore City	West Patapsco Ave. from Magnolia Avenue to Potee Street (2029)	\$17,200	\$4,300	\$21,500
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2027)	\$5,720	\$1,430	\$7,150
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line (2027)	\$5,120	\$1,280	\$6,400
Baltimore City	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard (2030)	\$1,360	\$340	\$1,700
Baltimore City	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street (2030)	\$1,360	\$340	\$1,700
MDOT SHA	MD 24: 900 ft S. of Sharon Rd to 1,700 ft north of Ferncliff Lane, Section G (2025)	\$3,245	\$0	\$3,245
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	\$3,118	\$274	\$3,392
Non-Interstate NHS Subtotal (In \$1,000s)		\$77,243	17,994	\$95,237
Interstate and Non-Interstate NHS Funding Total (In \$1,000s)		\$128,287	\$19,180	\$147,467

Table II-23. 2025-2028 TIP Bridge Projects on the NHS

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Baltimore City	Moore's Run Bridge Replacement (2032)	\$9,440	\$2,360	\$11,800
Baltimore City	I-83 Concrete Deck Mill and Resurface (2032)	\$1,800	\$450	\$2,250
Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX (2031)	\$23,520	\$5,880	\$29,400
Baltimore City	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement (2026)	\$2,000	\$500	\$2,500
Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway (2029)	\$4,400	\$1,100	\$5,500
Baltimore City	Wilkens Avenue Bridge over Gwynns Falls (2028)	\$14,080	\$3,520	\$17,600
Baltimore City	Perring Parkway Ramp and Hillen Road Bridge (2028)	\$4,800	\$1,200	\$6,000
Baltimore City	Hanover Street over CSX (2032)	\$13,855	\$2,645	\$16,500
Baltimore City	Hawkins Point Bridge over CSX Railroad (2030)	\$20,000	\$5,000	\$25,000
MDOT MDTA	Francis Scott Key Bridge Reconstruction (2028)	\$0	\$1,564,909	\$1,564,909
MDOT SHA	MD 173: Bridge Replacement over Rock Creek (TBD)	\$124	\$31	\$155
MDOT SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls (2023)	\$130	\$0	\$130
MDOT SHA	I-695: Reconstruction of Interchange at I-70 (2029)	\$60,590	\$3,211	\$63,801
MDOT SHA	I-695: Bridge Replacement on Putty Hill Avenue (2027)	\$15,133	\$1,027	\$16,160
MDOT SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run (2028)	\$14,739	\$775	\$15,514
MDOT SHA	I-95/I-695 Interchange Bridge Deck Replacement (2026)	\$13,531	\$19	\$13,550
Funding Totals (in \$1,000s)		\$198,142	\$1,592,627	\$1,790,769

In addition to the projects listed in Tables II-21 and II-22, the TIP also includes a number of additional investments in bridges including:

- I-95 Express Toll Lanes Northbound Extension: This Maryland Transportation Authority project will add two express toll lanes on I-95 northbound from north of MD 43 to north of MD 24. The project includes the reconstruction of five overpasses over I-95 and the widening of several bridges along I-95 northbound. The project is anticipated to be complete in 2027.
- Areawide Bridge Replacement and Rehabilitation: This MDOT SHA TIP project programs funds for major upgrades and maintenance of structures on state highways. The project programs \$174.6 million in federal funds along with \$44.5 million in matching funds for a total of \$219.1 million. These funds include both NHS and non-NHS structures. \$127.8 million of the funds in this project are programmed under the National Highway Performance Program, which is used on NHS facilities.
- Local and state bridge projects not on the NHS: The TIP also includes 52 additional local and state sponsored non-NHS bridge rehabilitation and replacement projects. The 2025-2028 TIP includes \$231.7 million in federal funds for these projects

along with \$64.6 million in matching funds for a total of \$296.3 million.

Travel Time Reliability: Performance Measures and Targets

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include two measures related to Level of Travel Time Reliability (LOTTR) as well as a Truck Travel Time Reliability (TTTR) Index. The specific performance measures are:

- 1) Percentage of person-miles traveled on the Interstate System that are reliable
- 2) Percentage of person-miles traveled on the non-interstate NHS that are reliable
- 3) Ratio of Interstate System mileage indicating reliable truck travel times

Level of Travel Time Reliability (LOTTR) is defined as the ratio of travel times in the 80th percentile to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods

between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Segments are considered reliable if the 80th percentile travel time divided by the 50th percentile travel time is less than 1.5. Person-miles take into account the users of the NHS, including bus, auto, and truck occupancy levels.

The TTTR index is a measure comparing the time it takes trucks to travel segments of the NHS in congested conditions (as shown by the 95th percentile time) relative to the time it takes to make a trip in “normal” conditions (as shown by the 50th percentile time). For example, say the 95th percentile truck travel time is 56 minutes for a segment of the NHS that normally takes 30 minutes. This translates into a ratio of 56 minutes / 30 minutes, or 1.87.

Table II-24, shown above, summarizes the travel time reliability performance measures and targets. The BRTB adopted these targets in October 2018.

Table II-24. Travel Time Reliability Performance Measures & Targets

Measures related to travel time reliability					
Performance Measure	2017 Baseline	2-year Targets* (2019)	4-Year Targets* (2021)	2-year Targets** (2023)	4-Year Targets** (2025)
LOTTR (Interstate) measure: % of person-miles traveled on the Interstate System that are reliable. Observed - Region	71.5%	72.1%	72.1%	72.9%	72.9%
LOTTR (non-Interstate) measure: % of person-miles traveled on the non-Interstate NHS that are reliable. Observed - Region	74.1%	71.6%	88.4%		
LOTTR (non-Interstate) measure: % of person-miles traveled on the non-Interstate NHS that are reliable. Observed - Region	82.0%	N/A	81.7%	7.94%	79.4%
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times. Observed - Region	79.8%	78.9%	91.3%		
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times. Observed - Region	1.87	1.87	1.88	2.06	2.06
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times. Observed - Region	2.08	2.03	1.64		

* Set in 2018 using 2017 as baseline year – Region adopted statewide targets

** Regional targets are average of 2017 and 2019 observed values

There are no federal funding sources tied directly to travel time reliability on Interstate and non-Interstate NHS facilities. However, a number of projects in the TIP have the potential to improve travel time reliability. Example projects include:

- Traffic Signals and Intelligent Transportation System project (TIP ID 12-1218-07) and Communications Upgrades – Wireless (TIP ID 12-2304-07)
- MDOT SHA's implementation of hard shoulder running on I-695 during peak travel periods between I-70 and MD 43 (TIP ID 63-1802-41)
- MDOT SHA's Areawide Congestion Management project (TIP ID 60-9504-04)
- MDTA's I-95 Southbound Part-Time Shoulder Usage project (TIP ID 25-2101-41)
- MDTA's I-95 Express Toll Lanes Northbound Extension (TIP ID 25-1801-41)

In addition to investments in the TIP, BMC staff are working on the development of an analysis tool for congestion in the Baltimore region. This tool overlays project data from the TIP

⁵ More information on the BRTB Congestion Management Process, including the Congestion Management Process Analysis Tool, is available here: <https://www.baltometro.org/transportation/planning-areas/congestion-management-process>

and *Resilience 2050*, the Baltimore region's top 25 bottlenecks, traffic speed data, and a travel time index. This tool will be useful in analyzing the effectiveness of transportation investments in mitigating congestion in the Baltimore region.⁵

Future Performance Monitoring

In cooperation with MDOT and its modal agencies, as well as its other state agency partners, the BRTB will continue to monitor how investments in the TIP are influencing the performance of the region's transportation systems. This includes improving the methods utilized to analyze the anticipated effect of TIP investments towards achieving the performance targets discussed in this section. In addition, the BRTB will use the established targets to help in identifying strategies and in making investment decisions about programs and projects. For more information on performance measures and targets, please see the System Performance Report in Chapter 5 of *Resilience 2050*.⁶

⁶ More information on *Resilience 2050*, including the system performance report, is available here: https://www.baltometro.org/transportation/plans/long-range-transportation-plan/Resilience_2050

III. PROGRAM DEVELOPMENT

A. Integration with Federal, State and Local Programs

The projects contained in the 2025-2028 TIP flow from *Resilience 2050* with detailed information extracted from the capital programs of state and local agencies responsible for implementing transportation projects in the region. Project information was provided by these agencies from the 2025-2028 portions of their respective multi-year improvement programs.⁷ For a surface transportation project to be eligible for inclusion in the State TIP (STIP), and thus to receive federal aid, it must first be listed in the TIP.

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

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

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

B. Federal Fund Sources for Surface Transportation Projects

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

- All Stations Accessibility Program (ASAP)
- Better Utilizing Investments to Leverage Development (BUILD) grants
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Community Project Funds (CPF)
- Consolidated Rail Infrastructure and Safety Improvement Program (CRISI)
- FHWA High Priority Projects – Section 1702
- FTA Capital and Operating – Sections 5307C, 5307H, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339, 5339C
- Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds
- Highway Safety Improvement Program (HSIP)
- Infrastructure for Rebuilding America (INFRA) grants
- National Electric Vehicle Infrastructure (NEVI)
- National Highway Performance Program (NHPP)

- Promoting Resilient Operations for Transformative, Efficient, Cost-saving, Transportation (PROTECT)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Reconnecting Communities and Neighborhoods (RCN)
- Surface Transportation Block Grant Program
- Transportation Alternatives Program

The BRTB endorsement of the TIP is a DOT requirement and is an opportunity for the BRTB to support or oppose proposed projects in the above program categories.⁸ Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

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

IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a four year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2025, 2026, 2027 and 2028. The full project listing is contained in Chapter VI. A project index is included at the end of the document.

Projects in Chapter VI are listed first by sponsoring agency – The City of Annapolis, Baltimore City and the six counties in alphabetical order, the MDOT Office of the Secretary, and the MDOT modal administrations, included as the Maryland Transportation Authority (MDTA), the Maryland Port Administration (MPA), Maryland Transit Administration (MTA) MTA – Transit, MTA – Commuter Rail, and the State Highway Administration (MDOT SHA). Projects implemented by MDOT SHA are broken down further by county in alphabetical order. While a portion of Queen Anne’s County is part of the Baltimore urbanized area, there are no local projects for Queen Anne’s County in the 2025-2028 TIP.

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

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

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

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

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

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

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

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

HIGHWAY PRESERVATION

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

ENHANCEMENT PROGRAM

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

ENVIRONMENTAL/SAFETY

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

HIGHWAY CAPACITY

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

COMMUTER RAIL CAPACITY

- 57 - Commuter rail capacity expansion

COMMUTER RAIL PRESERVATION

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

TRANSIT CAPACITY

- 67 - Transit capacity expansion

TRANSIT PRESERVATION

- 61 - Operating assistance

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

AIRPORTS

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

PORTS

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

MISCELLANEOUS

- 99 - Miscellaneous

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

in their respective capital improvement or development programs.

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

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

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

Also included for road projects is an indication if the project is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide

improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 161,000 miles and includes the Interstate Highway System, as well as other roads important to the nation's economy, defense and mobility.

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

The project **Description** and **Justification** provide a detailed project scope and reason(s) that the project should be funded over others. The **Connection to Long-Range Transportation Planning Goals** connects TIP projects to the long-range plans regional goals and strategies.

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

Federal Highway Administration Funds:

- 1702 High Priority Project
- BUILD Better Utilizing Investment to Leverage Development Grants
- CPF Community Project Funding
- CMAQ Congestion Mitigation and Air Quality
- HBRRP Highway Bridge Rehabilitation and Reconstruction Program
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Grants
- NEVI National Electric Vehicle Infrastructure Program
- NHFP National Highway Freight Program
- NHPP National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-system))
- PROTECT Promoting Resilient Operation for Transformative, Efficient, Cost-saving Transportation
- RAISE Rebuilding American Infrastructure with Sustainability and Equity
- RCN Reconnecting Communities & Neighborhoods
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (including Safe Routes to School)

Federal Transit Administration Funds:

- 5307C Section 5307 Urbanized Area Formula Program (Funding for capital projects)
- 5307H Passenger Ferry Grant Discretionary Program
- 5307O Section 5307 Urbanized Area Formula Program (Funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 (State Safety Oversight)
- 5337 Section 5337 (State of Good Repair Formula Program)
- 5339F Section 5339 (Bus and Bus Facilities Formula Program)
- ASAP All Stations Accessibility Program
- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
- CRISI Consolidated Rail Infrastructure and Safety Improvement

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

PL – Planning: Initial phase of project development where the need and feasibility of a project is documented and scoping is broad and involves the public.

ENG – Engineering: Engineering projects include preliminary and final design. Engineering funds involving detailed

environmental studies and engineering to obtain NEPA are under preliminary design. Design activities following preliminary design involve the preparation of final construction plans and are under final design.

ROW – Right-of-Way: Funding to provide the necessary land for the project, or to protect corridors for future projects.

CON – Construction: Funding to build the designed facility.

OTH – Other⁹: This funding may include permits, inspections, utility costs, and other non-infrastructure costs or in the case of transit, the purchase of capital equipment.

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

⁹ The 2025-2028 TIP includes \$128.6 million for the Other phase including:

- MDOT MTA projects including bus and rail preventive maintenance, section 5310 grants, ridesharing, funding for LOTS agencies, and state safety oversight of light rail and metro (\$64.4 million or 50.0% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases (\$24.0 million or 28.3% of total)
- Permits, inspection fees, and local bridge inspection programs (\$12.3 million or 9.6% of total)
- Non-infrastructure funds for project delivery services and research (\$0.45 million or 0.35% of total)

V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2025 through FY 2028).

Further, the 2025-2028 TIP is financially constrained by program and by year. The framework of both *Resilience 2050*, the regional long-range transportation plan (LRTP), and the 2025-2028 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MDOT MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the

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

The Maryland Department of Transportation (MDOT)'s 2024 - 2029 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP originate from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law and requires the Transportation Secretary to visit with and present the draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

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

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

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

Sections V.A through V.D discuss state and federal revenue sources and projections as well as general uses for those funds. Section V.E fulfills the FTA requirement to assess the financial capacity of applicants for certain FTA fund sources. Section V.F summarizes TIP funding in FY 2025 and for FY 2025-2028. It includes:

- A summary of FY 2025 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2025 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2025-2028 TIP by fiscal year, sponsoring agency, project category, phase, and fund source.

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

A. Revenue Projections

Total projected State-sourced revenues, federal aid, and bond issuances amount to \$38.6 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. This level of revenue allows MDOT to make substantial investments in the State's transportation network; however, it does not fully fund the investments required to truly advance toward our shared vision for the future of Maryland's transportation system that is built on the foundations of social equity, environmental protection, sustainable communities, and a thriving economy. This CTP reflects the tough funding choices that are necessary to present a balanced six-year budget. It includes departmentwide reductions made to the operating and capital programs to match available resources. While these reductions are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety or key economic investments. States across the nation are struggling with how to best fund transportation systems in a rapidly changing economy as the efficacy of traditional sources of transportation revenue, like the motor fuel tax, declines and as transit agencies spend the last of the billions

of dollars of federal relief funds for transit operating assistance that were provided over the last several years to mitigate the negative impacts on transit ridership and revenue from the COVID-19 pandemic. Addressing the long-term viability of the Transportation Trust Fund requires a comprehensive solution that not only funds today's projects but ensures that sufficient resources are available to build a better transportation system for all Marylanders. Chapter 455 of 2023 created the Maryland Commission on Transportation Revenue and Infrastructure Needs to address the short- and long-term sustainability of the Transportation Trust Fund. In January 2024, the Commission published its interim findings and recommendations to reflect work completed in 2023. The Commission will continue its work in 2024, with a final report due in January 2025.

Pertinent details are as follows:

- **Opening Balance:** MDOT maintains a minimum fund of \$200 million to accommodate working cash flow needs throughout the year.
- **Motor Fuel Tax:** The Motor Fuel Tax is the largest single source of revenue for the Transportation Trust Fund. Revenues are projected to total \$8.4 billion over the six-year

period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon); a Consumer Price Index (CPI) component (estimated to average 9.6 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.4 cents per gallon). Motor fuel usage (gallons) has likely plateaued after recovering from the impact of the COVID-19 pandemic and is forecasted to slowly decline (-0.2 percent) longer-term. Future growth of motor fuel revenues is negatively impacted by increased fuel efficiency standards, a current and projected rise in ownership of electric and hybrid vehicles, and changes in driver behavior.

- **Motor Vehicle Titling Tax:** Motor Vehicle Titling Tax revenues are projected to yield \$6.8 billion over the six-year period. The tax rate is set at 6 percent of fair market value of the vehicle, less an allowance for trade-in that is paid on the sale of all new and used vehicles as well as on new residents' vehicles. This revenue source follows the normal business cycles of auto sales with periods of growth and decline, and an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.9 billion. This forecast assumes revenues will increase an average of 1 percent per year over the program period. State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, an increase in certain vehicle and driver fees is assumed beginning in FY 2025.

- **Corporate Income Tax:** Corporate Income Tax revenues are estimated to be \$2.5 billion over the six-year period. These revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. The State's Board of Revenue Estimates prepares independent forecasts for this revenue source.

- **Federal Aid:** This source is projected to contribute \$9.3 billion for operating and capital programs. The vast majority of funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula

programs and new discretionary grant programs. Potential funding from discretionary grant programs is not included in MDOT's financial plan until an award is made. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay expenses until reimbursements are received months, or sometimes years, later. The next section describes additional assumptions related to federal aid that is expected to be available for the capital program.

Over the last several years, the federal government provided states with billions of dollars of relief funds to mitigate the negative impacts of the COVID-19 pandemic. For transportation, the majority of those funds were directed toward transit agencies to offset the substantial decline in ridership and revenue from the COVID-19 pandemic. Many transit agencies are now facing a fiscal cliff as these federal relief funds are being fully depleted, yet transit ridership and revenue have not yet returned to pre-pandemic levels. In FY

2024, both MDOT and the Washington Metropolitan Area Transit Authority (WMATA) will spend the last of their federal relief dollars, requiring service reductions or alternative funding sources to replace lost revenues.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.9 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.0 billion over the six-year period); transit fares (\$595 million); and fees for port terminal operations and rent (\$322 million).
- **Bond Proceeds:** Bond issuances are estimated at \$2.1 billion during the six-year period. State law limits MDOT's bonds outstanding to \$4.5 billion and establishes an annual debt outstanding cap in the annual budget bill. MDOT is also constrained by debt coverage ratios that are calculated based on debt service, revenues, and operating expense projections. Debt outstanding is projected to be \$3.0 billion at the end of FY 2024, increasing to \$3.4 billion in FY 2029. MDOT's bond coverage requirements are met throughout the six-year period, although bond issuances are constrained to meet these requirements. MDOT's future debt capacity is limited as operating expenses consume a larger portion of

current year revenues, leaving less money available to pay debt service. This constrains MDOT's ability to issue additional bonds to support capital spending. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings.

- Other Sources: The remaining sources are projected to total \$2.70 billion during the six year period. These sources include General Fund revenues, reimbursements, earned interest, use of fund balance, and miscellaneous revenues.

B. Federal Aid Assumptions

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021 and provides authorization for federal fiscal years 2022 through 2026 (FFY 2022- FFY 2026).

This Act is more expansive in scope than a traditional transportation authorization and much of the discretionary funding was both authorized and appropriated in the legislation. The traditional transportation funds are being distributed based on FFY 2023 appropriations.

Grants

The IIJA provides a significant increase in federal funding for discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. To best leverage state

transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities. MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program grant; the Bridge Investment Program (BIP) grant; the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant; the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; the Bus and Bus Facilities grant, the Infrastructure for Rebuilding America grant; the National Infrastructure Project Assistance (Mega) Program grant; and the Rural Surface Transportation Grant. On January 12, 2024, USDOT announced MDTA was awarded the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project. The MDOT also received historic funding to support the Frederick Douglass Tunnel and Amtrak's Northeast Corridor from the Federal-State Partnership for Intercity Passenger Rail program, a Mondawmin Station RAISE grant, a US 50 Advanced Transportation Technology and Innovation program grant, a Warner Street Railroad Crossing Elimination program grant,

among others, and awaits the awards from other competitive grant applications to the Reconnecting Communities and Neighborhoods, the BIP, the Electric Vehicle Reliability and Accessibility Accelerator, and the Charging and Fueling Infrastructure 9 programs. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, and engagement with the Biden Administration and Maryland's Federal Delegation.

Federal Highway and Transit

The MDOT's traditional federal funding comes from the Federal Highway Trust Fund, which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT received \$812.0 million in highway formula funding and \$305.8 million in transit formula funding in FFY 2023 for MDOT projects. The Purple Line Light Rail project previously received a commitment

from the Federal Transit Administration (FTA) for New Starts funding totaling \$900 million.

The Purple Line also received an additional allocation of \$106.2 million in Capital Investment Grant (successor to the New Starts program) funding from the American Rescue Plan Act. Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 91.3 percent for FFY 2023 and 90.0 percent FFY 2024 through FFY 2027.

Port of Baltimore

The MPA's Mid-Chesapeake Bay Island Project received significant federal funding with the allocation of \$37.5 million in the U.S. Army Corps of Engineers (USACE) Supplemental FFY 2022 Workplan. In April 2022, USACE, state and federal officials announced an additional \$46.5 million had been secured, bringing the total for federal construction dollars to \$84 million for FY 2022. This funding is being utilized on the first construction contract that began in March 2023. The

MPA also received \$5.5 million through the Energy Transfer Port program for maintenance dredging through the USACE in the FY 2023 USACE Work Plan. Other significant federal discretionary awards include:

- \$1.1 million in Federal Highway Administration's Federal Lands Access Program to design and construct a shared use path connecting the Masonville Cove Campus to the Gwynns Falls Trail. With this additional funding, the MPA has received \$2.3 million in grant funding for this project.
- \$312,000 was awarded to MPA jointly with SHA for a climate challenge grant funded by IIJA.
- \$414,900 in federal funds to support the implementation of a Facility Security Assessment of each terminal and the generation of an updated Facility Security Plan.
- \$15.6 million in June 2022 from the Federal Rail Administration's CRISI program for its Rail Capacity Modernization Project to update the Seagirt Marine Terminal's intermodal rail yard infrastructure and support increased demand for double stacked trains of containerized cargo to markets across the country.

- \$1.8 million in February 2022 from the U.S. Environmental Protection Agency's (Diesel Emissions Reduction Act to replace older cargo-handling equipment and dray trucks with newer, cleaner, and more efficient models.

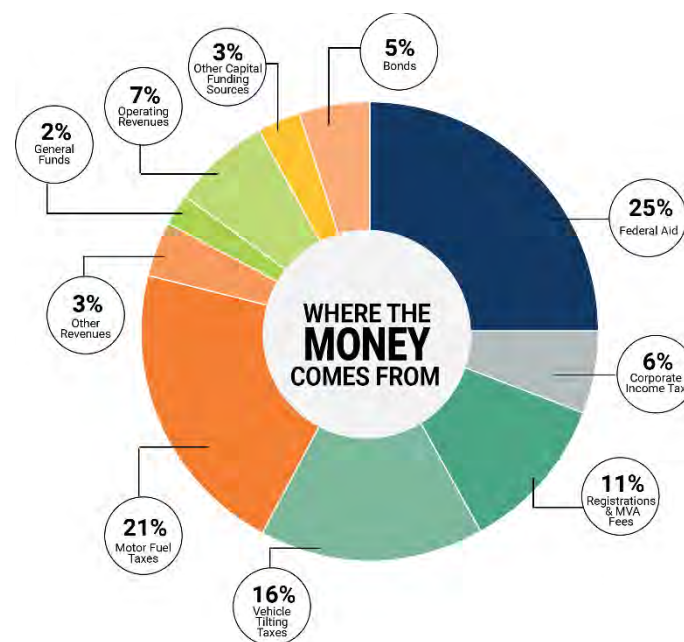
- \$312,000 was awarded to MPA jointly with SHA for a climate challenge grant funded by IIJA.

C. Where the Money Comes From

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs and occasionally provides additional funding for transportation. 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 and 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, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. In total, MDOT's operating and capital spending from all funding

sources (includes State, federal and other funds) is \$41.3 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative sources such as issuing Grant Anticipation Revenue Vehicle (GARVEE) bonds, applying for competitive federal grants, and utilizing public-private partnerships. The funding sources currently expected to be received in the six-year period are represented in the "Where the Money Comes From" pie chart.

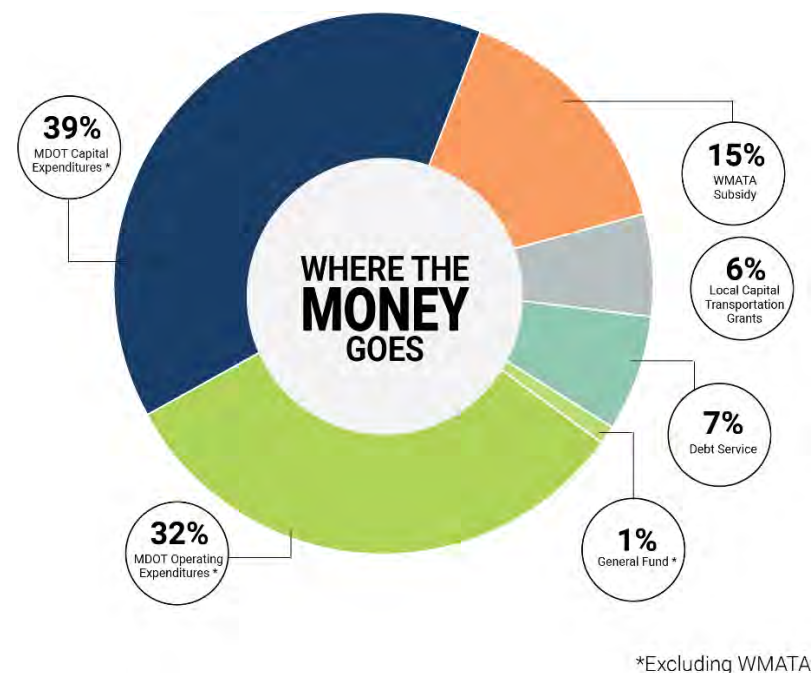


D. Where the Money Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports the planning, development, operation and maintenance of the State's transportation systems; debt service; grants; and capital projects; as well as Maryland's portion of operating and capital subsidies for WMATA. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects, including capital grants to Maryland's counties and Baltimore City for local transportation needs. This document, MDOT's Final FY 2024 – FY 2029 CTP, is the six-year capital budget for all state transportation projects.

Both MDOT's operating and capital programs include reductions from planned spending to ensure that spending fits within available resources. Some of these reductions require changes to Maryland law. These provisions are included in the Budget Reconciliation and Financing Act

(BRFA) of 2024. MDOT's BRFA actions include modifications to mandated funding levels for transit state of good repair needs in FY 2025 and highway user revenue capital grants in FY 2026 and 2027, modifications to the State transit fleet's transition to zero-emission buses, and elimination of the requirement for registration stickers on vehicle license plates. The amounts shown in the CTP assume passage of these BRFA provisions.



E. Documentation of Financial Capacity for Transit Activities

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

The MDOT Maryland Transit Administration

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

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

City of Annapolis

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

Harford County

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

Howard County

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

F. FY 2025 Federal-Aid Annual Element Listing and TIP Funding Summary

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2025 is provided in Table V-1. This list brings together information found in Chapter VI, the chapter containing individual project listings for each sponsoring agency. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2025 columns.

Table V-1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2025 Annual Element and federal funds available by fund source. It shows that FY 2025 federal fund requests do not exceed federal funds anticipated to be available in FY 2025. MDOT provided FY 2025 federal fund apportionment figures for the Baltimore region. In doing so, MDOT assumed that federal funding levels would increase by the same amount as in previous years. These figures also assume that Baltimore City receives 5.5% of the State's share of federal funds, with the Baltimore region receiving 43.58% of the remaining 94.5% of federal funds for the State.

Table V-2 shows the projects in the FY 2025 Annual Element, the source of funds, the federal funds requested and the matching funds to be provided. Table V-3 shows total funds, both federal and matching, programmed for FY 2025 through FY 2028 by sponsoring agency.

Exhibits V-1 through V-7 graphically summarize the 2025-2028 TIP. Exhibit V-1 compares the total amount programmed in the 2022-2025, 2023-2026, 2024-2027, and 2025-2028 TIP documents. Exhibit V-2 displays 2025-2028 TIP funding by fiscal year. Exhibit V-3 summarizes federal and matching funds in the 2025-2028 TIP by sponsoring agency. Exhibits V-4 and V-5 summarize the number of projects and share of funding in the 2025-2028 TIP by project category. Exhibit V-6 displays the share of FY 2025 funds by project phase while Exhibit V-7 shows FY 2025 federal fund requests by funding source.

Table V-1: Annual Element (Funding in Thousands)

Summary of the FY 2025 Federal-Aid Element (continued on next page)

Sponsoring Agency	1702	5307(h)	5307C	5307O	5310	5311O	5329	5337	5339C
Annapolis		\$1,955							
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail			\$1,917					\$21,491	
MTA – Transit		\$8,061	\$98,114	\$2,440		\$238		\$36,055	
Maryland Port Administration									
Office of the Secretary							\$1,321		
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Queen Anne's County									
SHA - Regional									
Total Programmed	\$0	\$10,016	\$100,031	\$2,440	\$0	\$238	\$1,321	\$57,546	\$0
FY 2025 Appropriation*	\$0	\$10,016	\$100,031	\$2,440	\$0	\$238	\$1,321	\$57,546	\$0
Previous Funds Still Available*	\$0	\$0	\$4,875	\$4,135	\$0	\$989	\$0	\$603	
MDOTs Total Federal Apportionment for the Baltimore Region*	\$0	\$10,016	\$104,906	\$6,575	\$0	\$1,227	\$1,321	\$58,149	\$0

*Figures provided by MDOT

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

Sponsoring Agency	5339F	ASAP	BUILD	CMAQ	CPF	CRISI	HBRRP	HSIP	INFRA
Annapolis									
Anne Arundel County					\$4,000		\$140		
Baltimore City									
Baltimore County								\$2,790	
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		\$3,555							
MTA - Transit	\$5,087			\$43,972		\$200			
Maryland Port Administration			\$4,835						\$56,318
Office of the Secretary									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Queen Anne's									
SHA - Regional				\$6,280				\$28,240	
Total Programmed	\$5,087	\$3,555	\$4,835	\$50,252	\$4,000	\$200	\$140	\$31,030	\$56,318
FY 2025 Appropriation*	\$5,087	\$3,555	\$4,835	\$59,652	\$18,868	\$200	\$140	\$48,385	\$56,318
Previous Funds Still Available*	\$419	\$0	\$0	\$12,976	\$16,185	\$0	\$0	\$38,754	\$0
MDOTs Total Federal Apportionment for the Baltimore Region*	\$5,506	\$3,555	\$4,835	\$72,628	\$35,053	\$200	\$140	\$87,139	\$56,318

*Figures provided by MDOT

Summary of the FY 2025 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Annapolis									\$1,955
Anne Arundel County			\$8,000				\$11,481		\$23,621
Baltimore City		\$64,360	\$2,500				\$104,802		\$174,452
Baltimore County							\$22,790		\$22,790
Carroll County							\$5,146		\$5,146
Harford County						\$800	\$16,360		\$17,160
Howard County							\$2,680		\$2,680
MTA - Commuter Rail									\$26,963
MTA - Transit					\$26,000				\$220,167
Maryland Port Administration									\$61,153
Office of the Secretary									\$1,321
SHA - Anne Arundel County		\$4,547					\$19,746		\$24,293
SHA - Baltimore County		\$56,221							\$56,221
SHA - Carroll County		\$400					\$4,494		\$4,894
SHA - Harford County		\$7,389		\$3,245			\$83		\$10,717
SHA - Howard County									\$0
SHA - Queen Anne's							\$32		\$32
SHA - Regional	\$6,790	\$134,227	\$45				\$139,868	\$10,520	\$325,970
Total Programmed	\$6,790	\$267,144	\$10,545	\$3,245	\$26,000	\$800	\$327,482	\$10,520	\$979,535
FY 2025 Appropriation*	\$6,790	\$308,123	\$10,545	\$21,454	\$26,000	\$800	\$242,779	\$21,126	\$997,253
Previous Funds Still Available*	\$900	\$11,669	\$0	\$12,505	\$0	\$0	\$85,327	\$36,628	\$225,965
MDOTs Total Federal Apportionment for the Baltimore Region*	\$7,690	\$319,792	\$10,545	\$33,959	\$26,000	\$800	\$328,106	\$57,754	\$1,223,218

CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
 FRA Federal Railroad Administration
 HSIP Highway Safety Improvement Program
 NHFP National Highway Freight Program
 INFRA Infrastructure for Rebuilding America Discretionary Grant Program
 NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
 Other Other (includes National Summer Transportation Institute Program)
 STBG Surface Transportation Block Grant Program
 TAC Transportation Alternatives (including Safe Routes to School) – subset of STBG

*Figures provided by MDOT

Summary of the FY 2026 Federal-Aid Annual Element (continued below)

Sponsoring Agency	1702	5307(h)	5307C	5307O	5310	5311O	5329	5337	5339C
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County	\$3,070								
MTA - Commuter Rail			\$2,275					\$16,672	
MTA - Transit			\$99,968	\$2,440	\$3,370	\$238		\$36,851	
Maryland Port Administration									
Office of the Secretary							\$400		
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	\$3,070	\$0	\$102,243	\$2,440	\$3,370	\$238	\$400	\$53,523	\$0

Summary of the FY 2026 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	5339F	ASAP	BUILD	CMAQ	CPF	CRISI	HBRRP	HSIP	INFRA
Anne Arundel County							\$260		
Baltimore City								\$1,680	
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit	\$5,186			\$43,973		\$1,750			
Maryland Port Administration			\$4,040			\$3,830			\$26,021
Office of the Secretary									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				\$5,480				\$28,240	
Total Programmed	\$5,186	\$0	\$4,040	\$49,453	\$0	\$5,580	\$260	\$29,920	\$26,021

Summary of the FY 2026 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County							\$10,812		\$11,072
Baltimore City							\$48,070		\$68,710
Baltimore County							\$25,380		\$25,380
Carroll County							\$1,672		\$1,672
Harford County							\$5,040		\$5,040
Howard County							\$3,402		\$6,472
Maryland Transportation Authority			\$15,000						\$15,000
MTA - Commuter Rail									\$18,947
MTA - Transit					\$3,060				\$196,836
Maryland Port Administration									\$33,891
Office of the Secretary									\$400
SHA - Anne Arundel County		\$1,587					\$5,699		\$7,286
SHA - Baltimore County		\$17,215							\$17,215
SHA - Carroll County		\$200							\$200
SHA - Harford County		\$7,576							\$7,576
SHA - Regional	\$5,180	\$124,155					\$119,534	\$10,520	\$293,109
Total Programmed	\$5,180	\$169,693	\$15,000	\$0	\$3,060	\$0	\$219,609	\$10,520	\$708,806

Summary of the FY 2027 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	1702	5307(h)	5307C	5307O	5310	5311O	5329	5337	5339C
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail			\$5,428					\$75,596	
MTA - Transit			\$102,175	\$2,440		\$238		\$38,342	\$1,254
Maryland Port Administration									
Office of the Secretary							\$400		
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	\$0	\$0	\$107,603	\$2,440	\$0	\$238	\$400	\$113,938	\$1,254

Summary of the FY 2027 Federal-Aid Annual Element (continued below)

Sponsoring Agency	5339F	ASAP	BUILD	CMAQ	CPF	CRISI	HBRRP	HSIP	INFRA
Anne Arundel County							\$1,600		
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit	\$5,310			\$43,999		\$1,750			
Maryland Port Administration									
Office of the Secretary									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				\$2,800				\$14,440	
Total Programmed	\$5,310	\$0	\$0	\$46,799	\$0	\$1,750	\$1,600	\$14,440	\$0

Summary of the FY 2027 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County							\$6,273		\$7,873
Baltimore City		\$8,080					\$43,722		\$51,802
Baltimore County							\$1,300		\$1,300
Carroll County							\$1,805		\$1,805
Harford County							\$6,640		\$6,640
Howard County							\$1,840		\$1,840
Maryland Transportation Authority			\$53,102						\$53,102
MTA - Commuter Rail									\$81,024
MTA - Transit					\$2,940				\$198,448
Maryland Port Administration									\$0
Office of the Secretary									\$400
SHA - Anne Arundel County		\$824							\$824
SHA - Baltimore County		\$20,519							\$20,519
SHA - Carroll County									\$0
SHA - Howard County		\$307							\$307
SHA - Regional	\$5,550	\$75,395					\$69,825	\$4,920	\$172,930
Total Programmed	\$5,550	\$105,125	\$53,102	\$0	\$2,940	\$0	\$131,405	\$4,920	\$598,814

Summary of the FY 2028 Federal-Aid Annual Element (continued below)

Sponsoring Agency	1702	5307(h)	5307C	5307O	5310	5311O	5329	5337	5339C
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail			\$4,324					\$27,337	
MTA - Transit			\$104,058	\$2,440	\$3,370	\$238		\$39,716	
Maryland Port Administration									
Office of the Secretary							\$400		
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	\$0	\$0	\$108,382	\$2,440	\$3,370	\$238	\$400	\$67,053	\$0

Summary of the FY 2028 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	5339F	ASAP	BUILD	CMAQ	CPF	CRISI	HBRRP	HSIP	INFRA
Anne Arundel County							\$2,000		
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit	\$5,427			\$43,973					
Maryland Port Administration									
Office of the Secretary									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				\$2,800				\$14,440	
Total Programmed	\$5,427	\$0	\$0	\$46,773	\$0	\$0	\$2,000	\$14,440	\$0

Summary of the FY 2028 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County									\$2,000
Baltimore City							\$35,016		\$35,016
Baltimore County							\$3,300		\$3,300
Carroll County							\$3,851		\$3,851
Harford County							\$7,610		\$7,610
Howard County							\$2,800		\$2,800
Maryland Transportation Authority			\$11,898						\$11,898
MTA - Commuter Rail									\$31,661
MTA - Transit									\$199,222
Maryland Port Administration									\$0
Office of the Secretary									\$400
SHA - Anne Arundel County									\$0
SHA - Baltimore County		\$50,736							\$50,736
SHA - Carroll County									\$0
SHA - Harford County									\$0
SHA - Howard County		\$2,811							\$2,811
SHA - Regional	\$3,700	\$64,195					\$64,000	\$4,920	\$154,055
Total Programmed	\$3,700	\$117,742	\$11,898	\$0	\$0	\$0	\$116,577	\$4,920	\$505,360



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Annapolis - City of Annapolis					
Annapolis Electric Passenger Ferry Pilot Program	18-2401-99	Other	5307(h)	1,955	345
Subtotal				1,955	345
Anne Arundel County - Anne Arundel County					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STBG	400	291
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	3,050	613
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	800	520
McKendree Road Culvert over Lyons Creek	11-1601-19	Bridge repair/deck replacement	STBG	2,668	292
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	500	150
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	STBG	0	10,000
Parole Transportation Center	11-2101-66	New bus facilities	Other	3,000	1,150
			STBG	0	10,890
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	565	142
Conway Road Bridge over Little Patuxent River	11-2106-13	Bridge repair/deck replacement	STBG	750	150
Jacobs Road Bridge over Severn Run	11-2107-13	Bridge repair/deck replacement	STBG	500	148
Culvert Invert Paving	11-2401-13	Bridge repair/deck replacement	STBG	540	135
Town Center Boulevard Bridge over tributary of Severn Run	11-2402-13	Bridge repair/deck replacement	STBG	824	206
Patuxent Road Bridge over Little Patuxent River	11-2403-13	Bridge repair/deck replacement	STBG	884	221
EV Charging Stations and Other Green Technology	11-2501-05	Other	Other	5,000	0



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
EV Charging Stations and Other Green Technology	11-2501-05	Other	STBG	0	2,000
Odenton MARC TOD	11-2502-55	Facility rehabilitation	CPF	4,000	49,843
Subtotal				23,481	76,751
Anne Arundel County - Regional					
Governor's Bridge Road Bridge over Patuxent River	11-2404-13	Bridge repair/deck replacement	HBRRP	140	35
Subtotal				140	35
Baltimore City -					
Subtotal				0	0
Baltimore City - Baltimore City					
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	Bridge repair/deck replacement	STBG	4,800	1,200
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	10,240	2,560
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	NHPPC	14,080	3,520
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	6,080	1,520
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	2,480	620
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	7,040	1,760
Moores Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moores Run)	12-1603-13	Bridge repair/deck replacement	STBG	2,840	710
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	1,800	450

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	1,600	400
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	Bridge repair/deck replacement	NHPPC	2,000	500
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,000
Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	Bridge repair/deck replacement	STBG	23,520	5,880
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	9,120	2,280
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	Bridge repair/deck replacement	STBG	3,200	800
Citywide Asset Management	12-2003-19	Other	STBG	384	816
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	1,000	250
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	5,600	1,400
Hanover Street Over CSX	12-2008-13	Bridge repair/deck replacement	STBG	4,015	185
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	1,840	460
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	NHPPC	6,800	1,700
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	400	100
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	Road resurfacing/rehabilitation	NHPPC	400	100
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	NHPPC	5,720	1,430
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	1,148	287
Greenway Middle Branch Phase 2	12-2102-03	Bicycle/pedestrian facility	STBG	75	19
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	Bicycle/pedestrian facility	STBG	1,280	320
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	Facility rehabilitation	NHPPC	5,120	1,280
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	Bicycle/pedestrian facilities	NHPPC	800	200



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Communication Upgrades - Wireless	12-2304-07	ITS	STBG	1,000	250
W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	12-2401-03	Road resurfacing/rehabilitation	NHPPC	800	200
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	Road resurfacing/rehabilitation	STBG	960	240
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	Road resurfacing/rehabilitation	STBG	960	240
Johnston Square Improvements	12-2404-11	Road resurfacing/rehabilitation	STBG	800	200
Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	12-2405-11	Road resurfacing/rehabilitation	NHPPC	960	240
Baltimore City Greenway Trail Network - Eastern Segment	12-2406-03	Bicycle/pedestrian facility	Other	2,500	1,500
Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	12-2501-11	Road resurfacing/rehabilitation	NHPPC	800	200
Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	12-2502-11	Road resurfacing/rehabilitation	NHPPC	800	200
Russell Street Viaduct Bridge Replacement	12-2503-13	Bridge repair/deck replacement	STBG	10,000	2,500
Kelly Avenue Bridge Replacement	12-2504-13	Bridge repair/deck replacement	STBG	3,200	800
2022 Pedestrian & Roadway Safety Improvements	12-2505-39	Safety other	HSIP	0	200
2023 Pedestrian & Roadway Safety Improvements	12-2506-39	Safety other	HSIP	2,790	310
Hawkins Point Bridge over CSX Railroad	12-9903-13	Bridge repair/deck replacement	NHPPC	20,000	5,000
Subtotal				174,452	49,827
Baltimore County - Baltimore County					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STBG	7,500	1,875
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	3,100	775



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	Bridge repair/deck replacement	STBG	250	63
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	Bridge repair/deck replacement	STBG	400	100
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STBG	7,400	1,850
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	Bridge repair/deck replacement	STBG	1,320	330
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orem's Road	13-1701-13	Bridge repair/deck replacement	STBG	500	125
Subtotal				22,790	5,698
Carroll County - Carroll County					
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STBG	1,004	251
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	371	92
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STBG	732	183
Hughes Shop Road Bridge over Bear Branch	14-1802-13	Bridge repair/deck replacement	STBG	1,223	305
McKinstry's Mill Road over Little Pipe Creek	14-2103-13	Bridge repair/deck replacement	STBG	373	93
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	Bridge repair/deck replacement	STBG	1,442	355
Subtotal				5,145	1,279
Harford County - Harford County					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	14,200	3,550
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	320	80
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	Bridge repair/deck replacement	STBG	160	40
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	Bridge repair/deck replacement	STBG	400	100



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	Bridge repair/deck replacement	STBG	320	80
Stafford Road Bridge #162 over Buck Branch	15-2103-13	Bridge repair/deck replacement	STBG	320	80
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	Bridge repair/deck replacement	STBG	320	80
Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13	Bridge repair/deck replacement	STBG	320	80
Woodley Road Extension to MD 715	15-2403-14	New or extended roadways	Other	0	4,000
Aberdeen Transit Oriented Development Station Square Project	15-2405-55	Rehabilitation of facilities	RCN	800	200
Subtotal				17,160	8,290
Howard County - Howard County					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	670
			STBG	2,680	0
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	3,000
Subtotal				2,680	3,670
Howard County - Regional					
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03	Bicycle/pedestrian facilities	Other	0	625
Subtotal				0	625
Maryland Port Administration - Baltimore City					
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	56,318	98,141
Subtotal				56,318	98,141



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Maryland Port Administration - Regional					
Dundalk Marine Terminal Resiliency and Flood Mitigation	30-2101-82	Facility rehabilitation	BUILD	4,835	27,532
Subtotal				4,835	27,532
Maryland Transportation Authority - Baltimore City					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	3,500
Subtotal				0	3,500
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	178,048
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	300
Subtotal				0	178,348
Maryland Transportation Authority - Regional					
Francis Scott Key Bridge Reconstruction	20-2401-44	New bridge/elimination of at-grade crossing	Other	0	223,277
Subtotal				0	223,277
MTA - Commuter Rail - Baltimore County					
Martin Airport - All Stations Accessibility Program	73-2401-64	Rehabilitation of facilities	ASAP	3,555	900
Subtotal				3,555	900
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5307C	218	873



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	5,249	1,312
MARC Improvements	70-1502-54	Preservation and improvements	5307C	1,410	352
			5337	16,242	4,060
MARC Facilities	70-1503-55	Rehabilitation of facilities	5307C	289	72
Subtotal				23,408	6,669
MTA - Transit - Baltimore City					
Baltimore City Ferry Service Improvements	42-2401-99	Preservation and improvements	5307(h)	8,061	1,315
Baltimore Penn Station Multimodal Investments	42-2402-64	Preservation and improvements	CRISI	200	50
Mondawmin Transit Hub	42-2501-65	Rehabilitation of facilities	RAISE	20,000	13,500
Subtotal				28,261	14,865
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	14,900	3,725
			5337	24,203	6,050
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	533	133
			5339F	133	33
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	2,114	2,114
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	6,600	1,650
			CMAQ	55	0



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	RAISE	6,000	1,500
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	14,071	3,517
			5339F	4,794	1,199
			CMAQ	27,967	6,992
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5307C	19,769	4,942
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	24,179	6,045
			5337	10,000	2,500
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	725	181
			5337	1,851	462
Eastern Bus Facility	40-2301-65	Rehabilitation of facilities	5307C	17,346	4,336
Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of facilities	CMAQ	15,282	3,820
Red Line	40-2501-67	Transit capacity expansion	Other	0	28,361
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	160	40
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
Penn-Camden Connector	42-2403-64	Preservation and improvements	CRISI	8,800	2,200
Subtotal				200,874	80,404
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	1,321	330
Subtotal				1,321	330



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Anne Arundel County					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	STBG	19,746	0
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	90	22
MD 2: US 50 to Arnold Road	61-2301-41	Roadway widening	NHPPC	280	70
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	Roadway widening	NHPPC	288	72
MD 170: Norcross Lane to Wieker Road	61-2303-41	Roadway widening	NHPPC	442	116
I-97: US 50 to MD 32 TSMO	61-2305-41	Roadway widening	NHPPC	1,756	195
MD 100: Howard County Line to MD 170	61-2401-11	Road resurfacing/rehabilitation	NHPPC	1,691	0
Subtotal				24,293	475
SHA - Baltimore County					
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	1,350	150
I-695: US 40 to MD 144	63-1601-41	Roadway widening	Other	0	336
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	130	0
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	41,823	52
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	3,597	271
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	685	47
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	Bridge repair/deck replacement	NHPPC	8,636	19
Subtotal				56,221	875
SHA - Carroll County					
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	Bridge repair/deck replacement	STBG	4,462	3



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 32: 2nd Street to Main Street	64-2301-12	Road reconstruction	NHPPC	400	0
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	Roadway widening	STBG	32	5
Subtotal				4,894	8
SHA - Harford County					
MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G	65-1601-12	Road reconstruction	PROTECT	3,245	0
			STBG	83	0
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	7,163	377
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	Noise barriers	NHPPC	226	64
Subtotal				10,717	441
SHA - Howard County					
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	1,814	1,013
Subtotal				1,814	1,013
SHA - Queen Anne's County					
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	Roadway widening	STBG	32	8
Subtotal				32	8
SHA - Regional					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
I-70: MD 32 to I-695	60-2301-41	Preservation and improvements	NHPPC	399	113



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-70: MD 32 to I-695	60-2301-41	Preservation and improvements	STBG	1,025	289
National Electric Vehicle Infrastructure (NEVI)	60-2401-09	Other	NEVI	6,790	1,693
			STBG	3	1
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	35,000	9,600
			STBG	25,760	6,440
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,880	1,220
			NHPPC	66,960	16,740
			STBG	56,960	14,240
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	3,440	860
			NHPPC	3,960	990
			STBG	15,720	3,930
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	560	140
			NHPPC	4,080	1,220
			STBG	17,360	4,340
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,840	710
			HSIP	22,800	5,700
			NHPPC	22,800	5,700
			STBG	22,400	5,600
			NHPPC	1,028	207
Areawide Urban Reconstruction	60-9511-19	Other	STBG	1,440	360



Transportation Improvement Program - FY 2025-2028

Table V-2: FY 2025 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	10,520	2,630
Subtotal				326,770	82,723



Transportation Improvement Program - FY 2025-2028

Table V-3. Summary of FY 2025-2028 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	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	FY 2025-2028 Federal Funds Total	FY 2025-2028 Matching Funds Total	Total
City of Annapolis	\$1,955	\$345	\$0	\$0	\$0	\$0	\$0	\$0	\$1,955	\$345	\$2,300
Anne Arundel County	\$23,621	\$76,786	\$11,072	\$3,579	\$7,873	\$3,283	\$2,000	\$500	\$44,566	\$84,148	\$128,714
Baltimore City	\$174,452	\$49,827	\$68,710	\$17,178	\$51,802	\$12,738	\$35,016	\$8,754	\$329,980	\$88,497	\$418,477
Baltimore County	\$22,790	\$5,698	\$25,380	\$5,545	\$1,300	\$325	\$3,300	\$0	\$52,770	\$11,568	\$64,338
Carroll County	\$5,146	\$1,282	\$1,672	\$224	\$1,805	\$451	\$3,851	\$759	\$12,474	\$2,716	\$15,191
Harford County	\$17,160	\$8,290	\$5,040	\$7,235	\$6,640	\$2,685	\$7,610	\$2,815	\$36,450	\$21,025	\$57,475
Howard County	\$2,680	\$4,295	\$6,472	\$1,475	\$1,840	\$460	\$2,800	\$700	\$13,792	\$6,930	\$20,722
Maryland Port Administration	\$61,153	\$125,673	\$33,891	\$133,871	\$0	\$95,000	\$0	\$13,000	\$95,044	\$367,544	\$462,588
Maryland Transportation Authority	\$0	\$405,125	\$15,000	\$569,191	\$53,102	\$595,709	\$11,898	\$484,965	\$80,000	\$2,054,990	\$2,134,990
MTA - Commuter Rail	\$26,964	\$7,570	\$18,948	\$13,916	\$81,025	\$8,196	\$31,662	\$7,915	\$158,599	\$37,598	\$196,197
MTA - Transit	\$229,137	\$95,272	\$196,837	\$112,169	\$198,450	\$112,746	\$199,224	\$52,325	\$823,649	\$372,511	\$1,196,160
Office of the Secretary	\$1,321	\$330	\$400	\$200	\$400	\$200	\$400	\$200	\$2,521	\$930	\$3,451
SHA - Anne Arundel County	\$24,293	\$475	\$7,286	\$445	\$824	\$92	\$0	\$0	\$32,403	\$1,102	\$33,415
SHA - Baltimore County	\$56,221	\$875	\$17,215	\$495	\$20,519	\$1,174	\$50,736	\$2,934	\$144,691	\$5,478	\$150,169
SHA - Carroll County	\$4,894	\$8	\$200	\$0	\$0	\$0	\$0	\$0	\$5,094	\$8	\$5,102
SHA - Harford County	\$10,717	\$441	\$7,576	\$398	\$0	\$0	\$0	\$0	\$18,293	\$839	\$19,132
SHA - Howard County	\$1,814	\$1,013	\$1,078	\$638	\$307	\$51	\$2,811	\$148	\$6,010	\$1,850	\$7,860
SHA - Queen Anne's County	\$32	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$32	\$8	\$40
SHA - Regional	\$326,770	\$82,723	\$293,109	\$73,437	\$172,930	\$43,379	\$154,055	\$38,627	\$946,864	\$238,166	\$1,185,030
Total	\$991,120	\$866,036	\$684,506	\$939,996	\$598,817	\$876,489	\$505,364	\$613,642	\$2,805,187	\$3,296,163	\$6,101,351



Transportation Improvement Program - FY 2025-2028

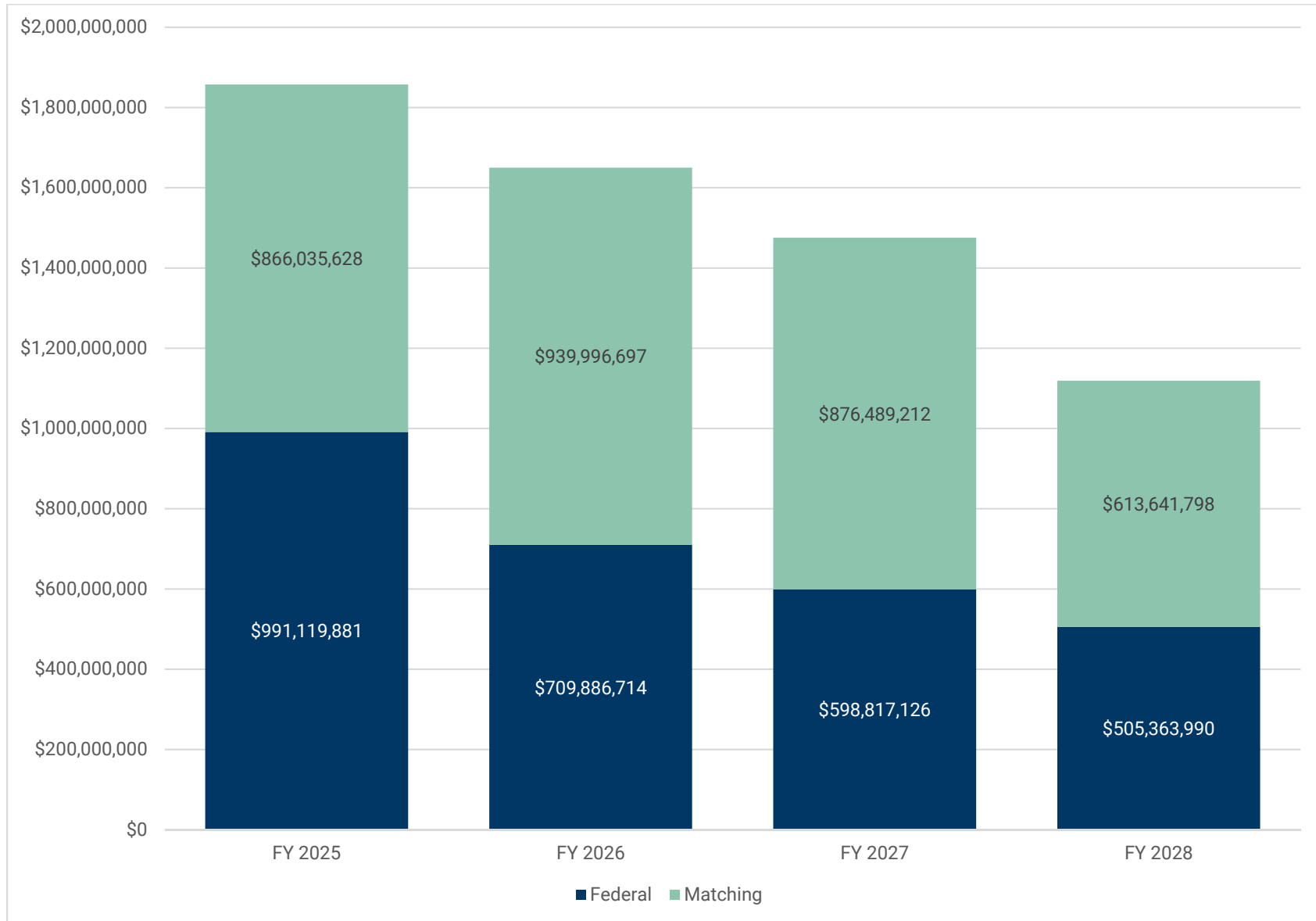
Exhibit V-1. Comparison of the Total Amount Programmed in the 2022, 2023, 2024 and 2025 TIPs





Transportation Improvement Program - FY 2025-2028

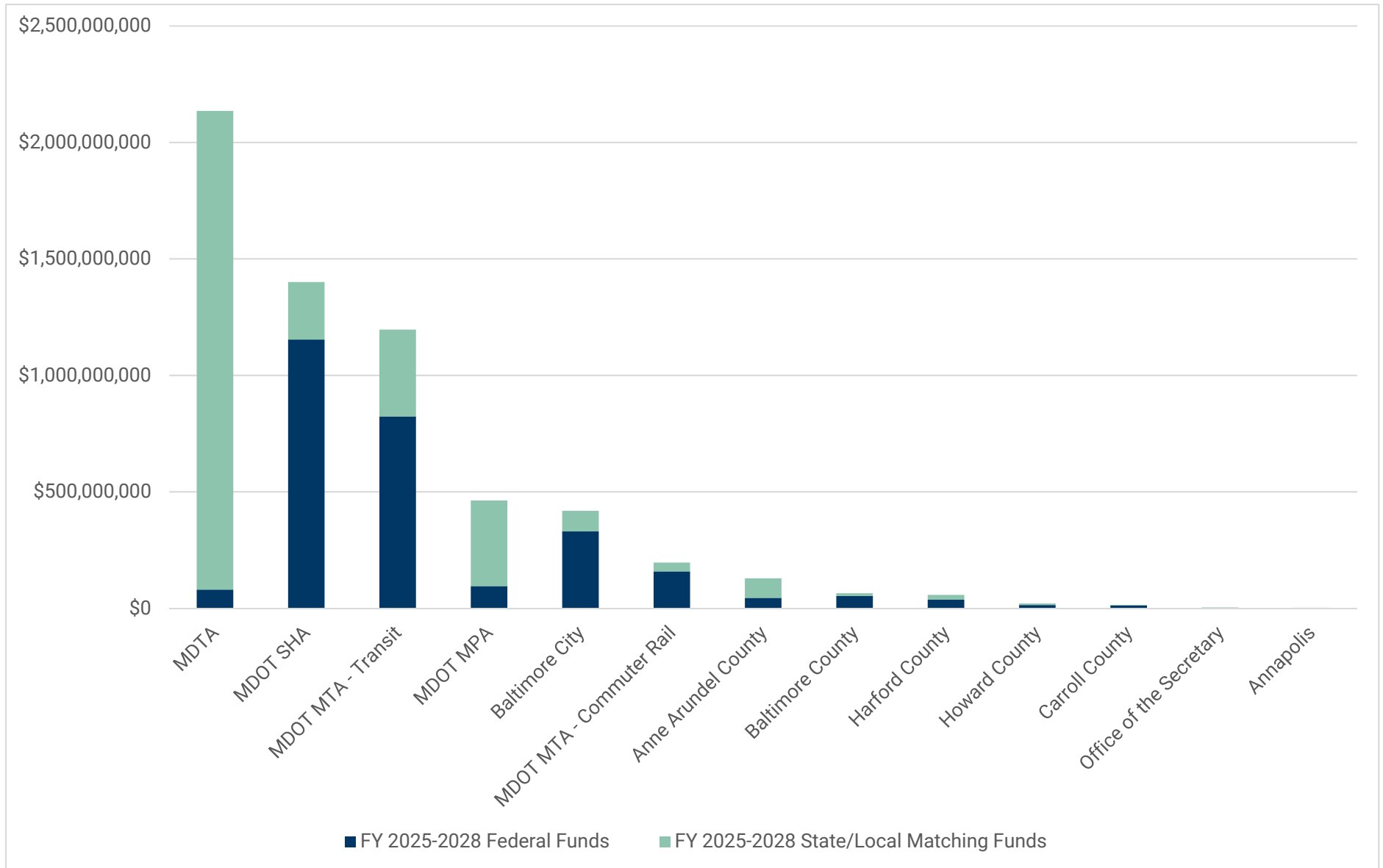
Exhibit V-2. FY 2025-2028 TIP Funding by Fiscal Year





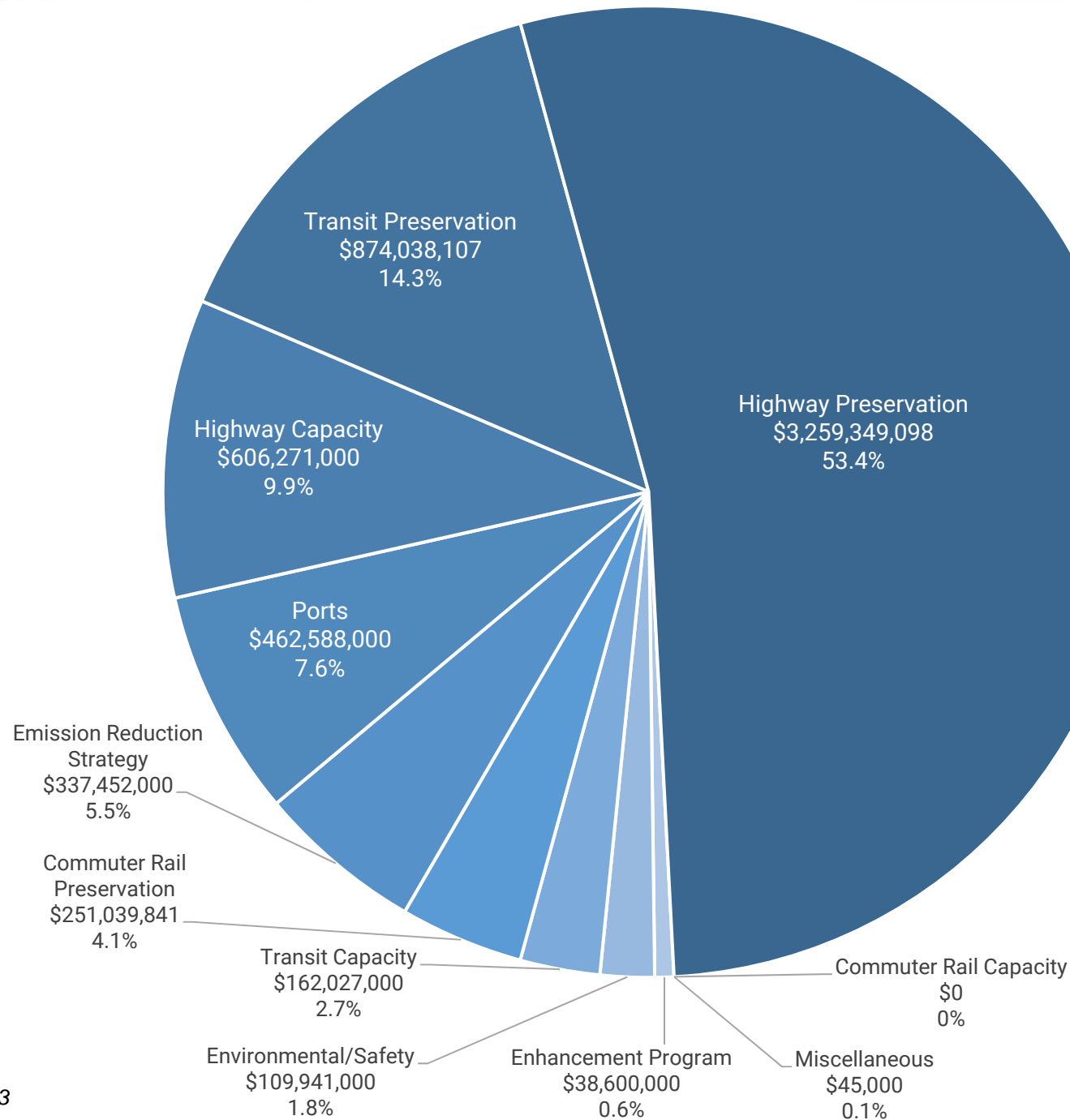
Transportation Improvement Program - FY 2025-2028

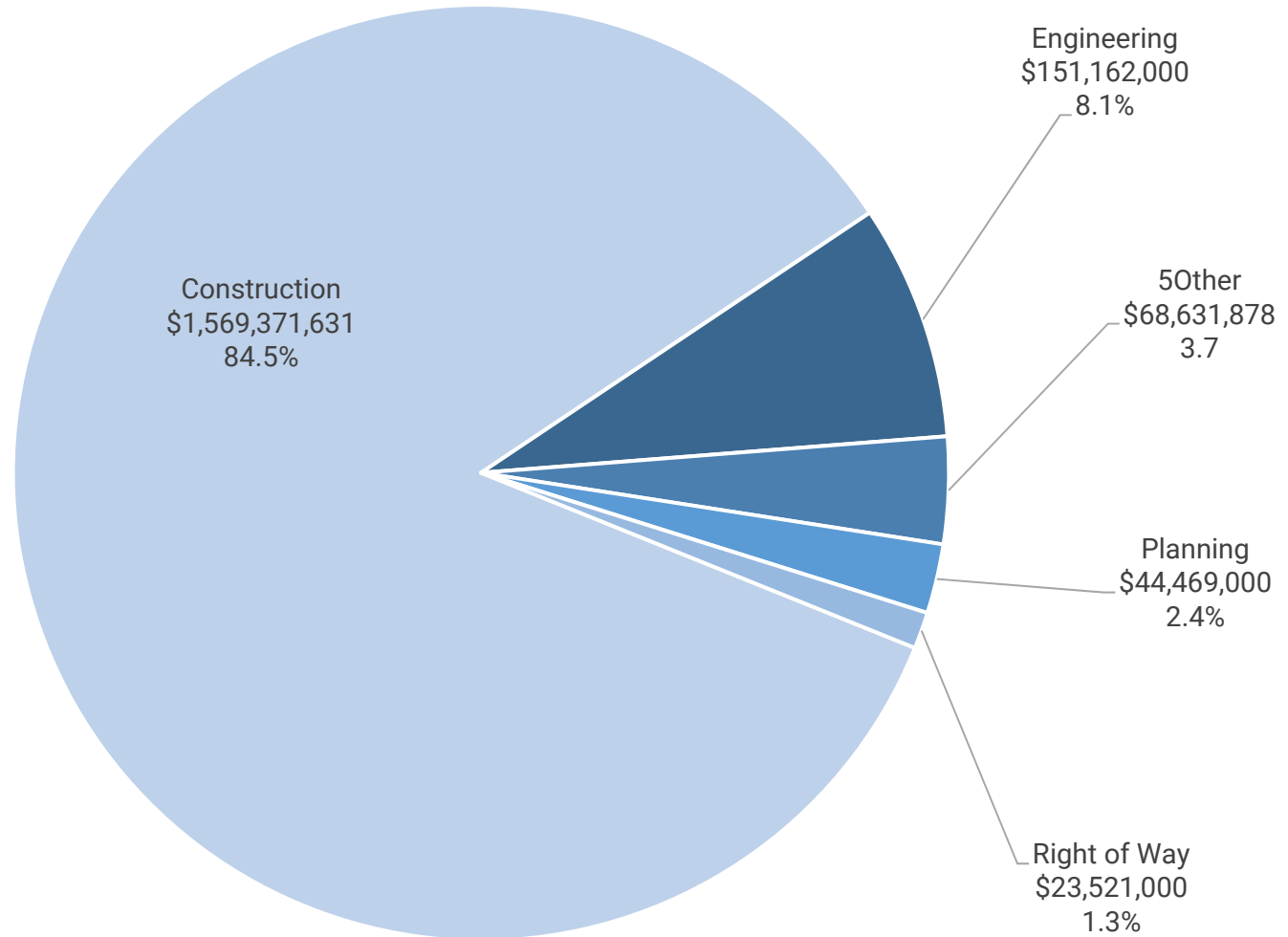
Exhibit V-3. FY 2025-2028 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	99
Highway Capacity	18
Transit Preservation	15
Emission Reduction Strategy	14
Environmental/Safety	7
Commuter Rail Preservation	6
Ports	3
Enhancement Program	1
Miscellaneous	1
Transit Capacity	2
Commuter Rail Capacity	0
Total	166

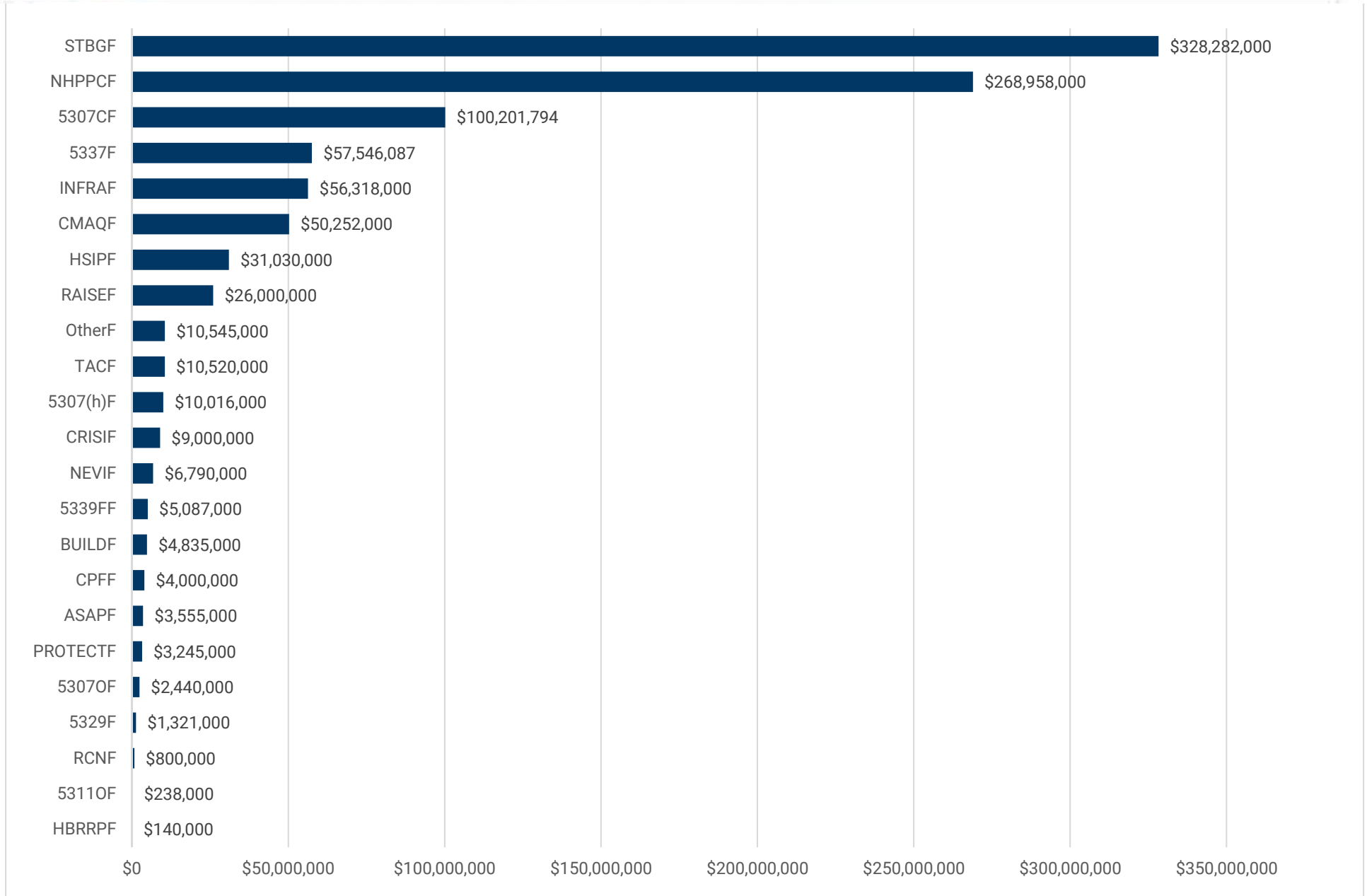






Transportation Improvement Program - FY 2025-2028

Exhibit V-7. FY 2025 Federal Fund Requests by Fund Source



VI. TIP PROJECT INFORMATION

A. Project and Environmental Justice Maps by Jurisdiction

The following maps show the locations of specific TIP projects in relation to Environmental Justice (EJ) TAZs. Each map shows where the population that is non-white or Hispanic is higher than the regional average of 45.7% and where the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2018-2022 American Community Survey 5-Year Estimates. Section II.B includes further discussion on EJ and the identification of EJ TAZs.

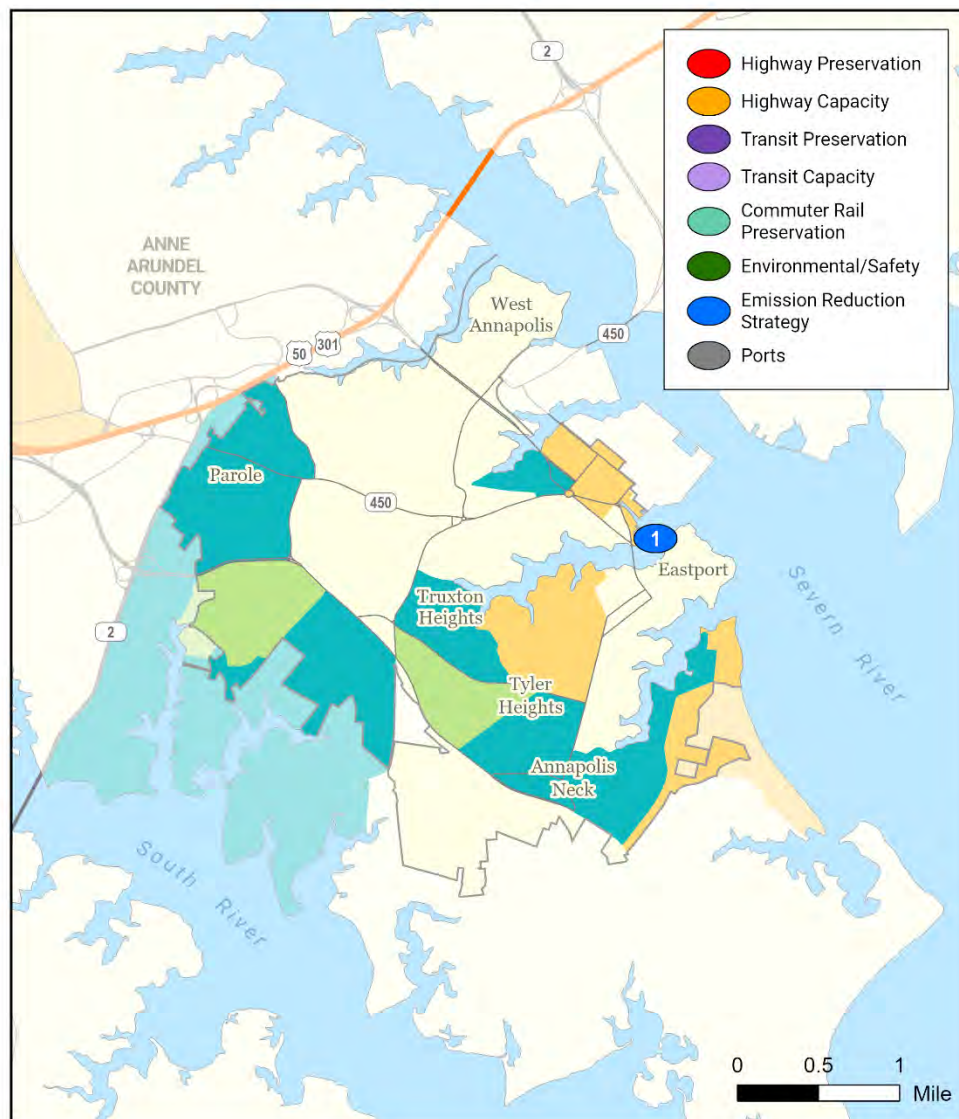
The long-range transportation plan, *Resilience 2050*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Resilience 2050*, including nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and

proximity to key destinations such as supermarkets and hospitals.¹⁰

The project listings accompanying each map represent the TIP projects that can be shown through mapping techniques. There are numerous projects that cannot be mapped such as bus purchases and operating assistance. For more detailed project information, please refer to the annual element in section V.F or the full project listing following these maps in section VI.B. A project index is included at the end of the document.

¹⁰ Further details on this EJ analysis can be found in Appendix C in *Resilience 2050*: <https://baltometro.org/transportation/plans/long-range-transportation-plan/resilience2050>

City of Annapolis Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: City of Annapolis

001 Annapolis Electric Passenger Ferry Pilot Program

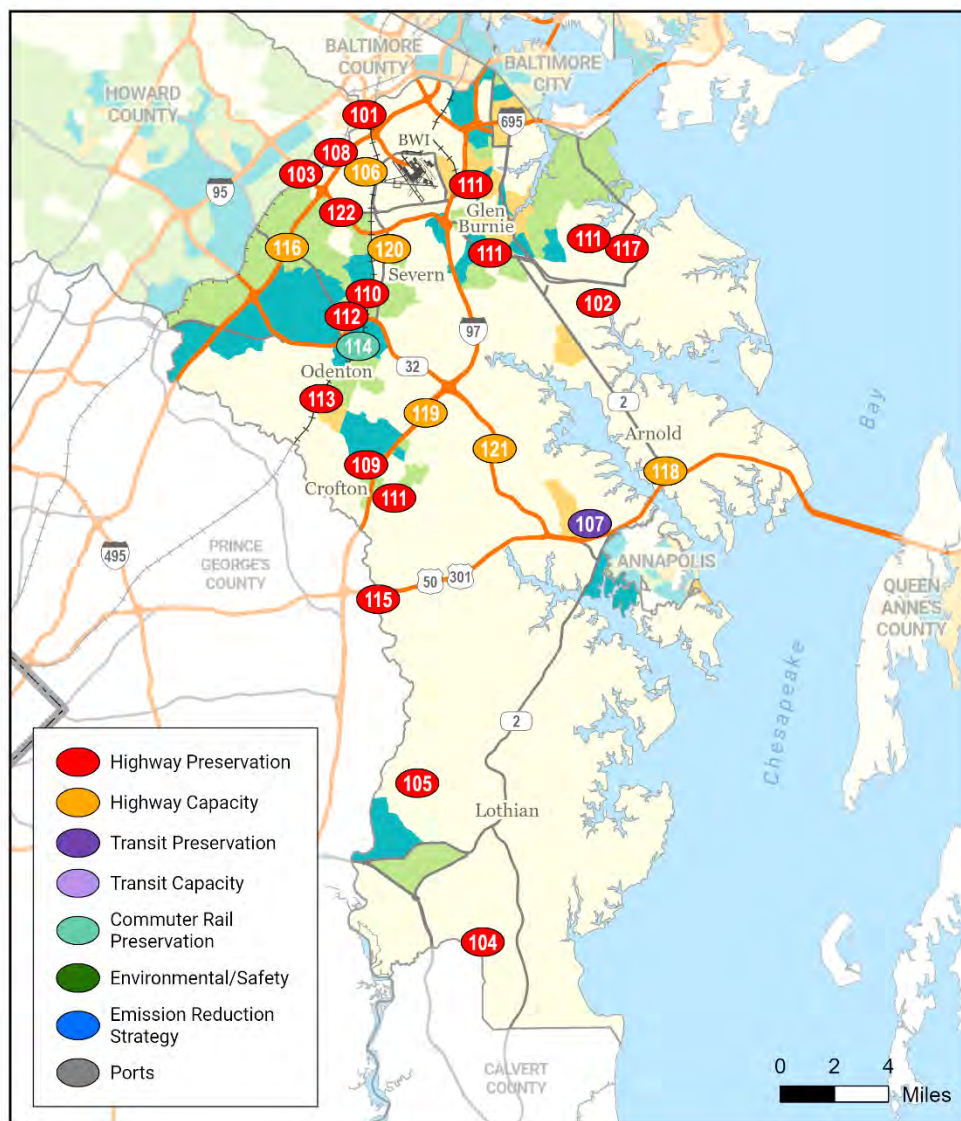
18-2401-99

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Anne Arundel County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Anne Arundel County

101	Furnace Avenue Bridge over Deep Run	11-1103-13
102	Magothy Bridge Road Bridge over Magothy River	11-1402-13
103	O'Connor Road Bridge over Deep Run	11-1403-13
104	McKendree Road Culvert over Lyons Creek	11-1601-19
105	Polling House Road Bridge over Rock Branch	11-1602-13
106	Hanover Road Corridor Improvement	11-1801-42
107	Parole Transportation Center	11-2101-66
108	Hanover Road Bridge over Deep Run	11-2105-13
109	Conway Road Bridge over Little Patuxent River	11-2106-13
110	Jacobs Road Bridge over Severn Run	11-2107-13
111	Culvert Invert Paving	11-2401-13
112	Town Center Boulevard Bridge over tributary of Severn Run	11-2402-13
113	Patuxent Road Bridge over Little Patuxent River	11-2403-13
114	Odenton MARC TOD	11-2502-55
115	Governor's Bridge Road Bridge over Patuxent River	11-2404-13

Project Sponsor: MDOT State Highway Administration

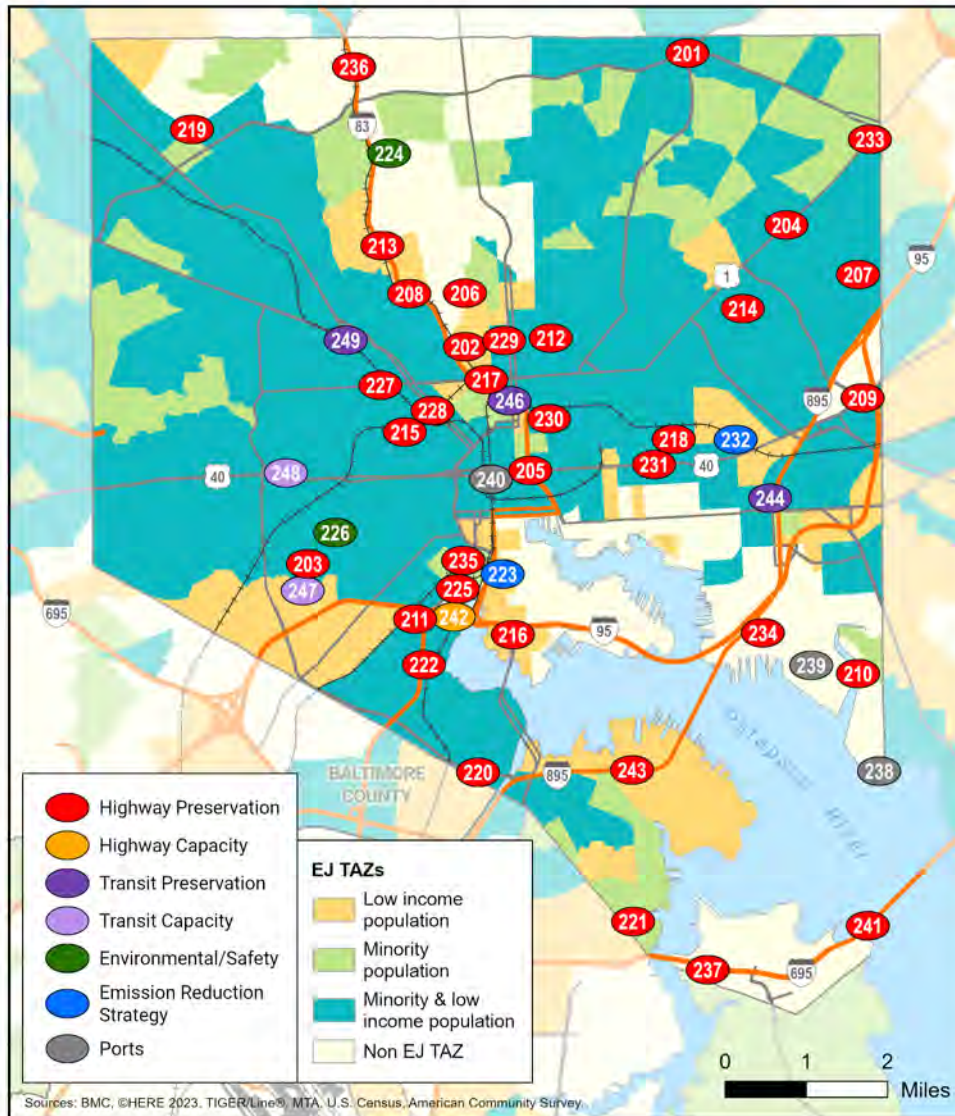
116	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41
117	MD 173: Bridge Replacement over Rock Creek	61-2101-13
118	MD 2: US 50 to Arnold Road	61-2301-41
119	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41
120	MD 170: Norcross Lane to Wieker Road	61-2303-41
121	I-97: US 50 to MD 32 TSMO	61-2305-41
122	MD 100: Howard County Line to MD 170	61-2401-11

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Baltimore City Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Baltimore City

201	Perring Parkway Ramp and Hillen Road Bridge	12-1215-13
202	Sisson Street Bridge over CSX Railroad	12-1216-13
203	Wilkins Avenue Bridge Over Gwynns Falls	12-1403-13
204	Belair Road Complete Streets	12-1404-11
205	Orleans Street Bridge over I-83 and City Streets	12-1601-13
206	Remington Avenue Bridge over Stony Run	12-1602-13
207	Moore's Run Bridge Replacements	12-1603-13
208	I-83 Concrete Deck Mill and Resurface	12-1604-13
209	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13
210	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13
211	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13
212	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11
213	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13
214	Brehms Lane over Herring Run	12-2005-13
215	Fremont Avenue Rehabilitation from Lafayette Avenue to Presman Street	12-2007-11
216	Hanover Street Over CSX	12-2008-13
217	Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13
218	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11
219	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11
220	West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11
221	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11
222	Waterview Avenue over Ramp to 295	12-2015-13
223	Greenway Middle Branch Phase 2	12-2102-03
224	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39
225	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11
226	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25
227	W North Avenue Pedestrian Safety Improvements from Mt Royal Ave to Hilton St	12-2401-03
228	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11
229	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Ave to 29th St	12-2403-11
230	Johnston Square Improvements	12-2404-11
231	Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	12-2405-11
232	Baltimore City Greenway Trail Network - Eastern Segment	12-2406-03
233	Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	12-2501-11
234	Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	12-2502-11
235	Russell Street Viaduct Bridge Replacement	12-2503-13
236	Kelly Avenue Bridge Replacement	12-2504-13
237	Hawkins Point Bridge over CSX Railroad	12-9903-13

Project Sponsor: Maryland Port Administration

238	Dundalk Marine Terminal Resiliency and Flood Mitigation	30-2101-82
239	Port of Baltimore Rail Capacity Modernization Project	30-2301-83
240	Howard Street Tunnel	32-2101-83

Project Sponsor: Maryland Transportation Authority

241	Francis Scott Key Bridge Reconstruction	20-2401-44
242	I-95 Fort McHenry Tunnel: I-95 Access Study	22-1901-45
243	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19

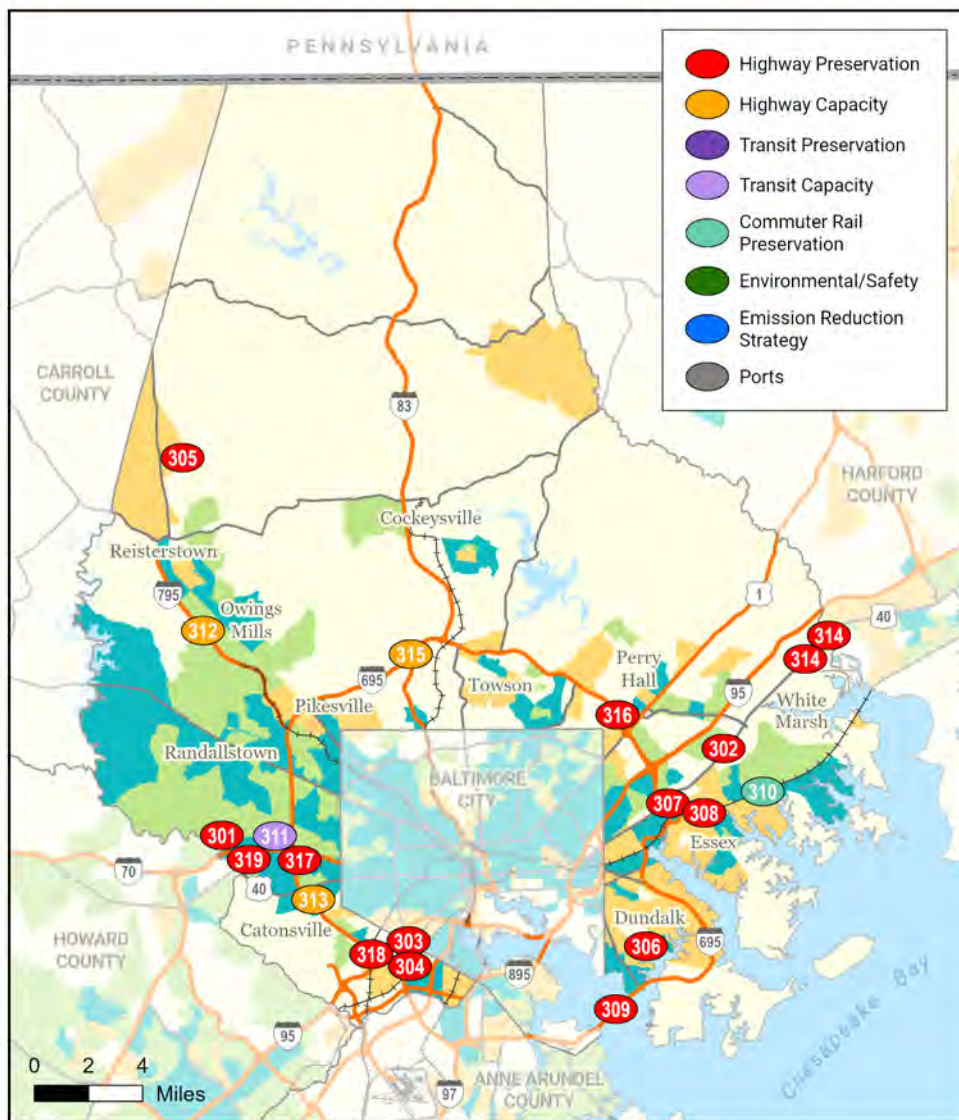
Project Sponsor: Maryland Transit Administration

243	Eastern Bus Facility	40-2301-65
244	Baltimore Penn Station Multimodal Investments	42-2402-64
245	Penn-Camden Connector	42-2403-64
246	Red Line	40-2501-67
247	Mondawmin Transit Hub	42-2501-65

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates.

Exhibit VI-4: Projects in Relation to Low Income & Minority Concentrations

Baltimore County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Baltimore County

301	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
302	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
303	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
304	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
305	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13
306	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
307	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
308	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13

Project Sponsor: Maryland Transportation Authority

309	Francis Scott Key Bridge Reconstruction	20-2401-44
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Project Sponsor: Maryland Transit Administration

310	Martin Airport - All Stations Accessibility Program	73-2401-64
311	Red Line	40-2501-67

Project Sponsor: MDOT State Highway Administration

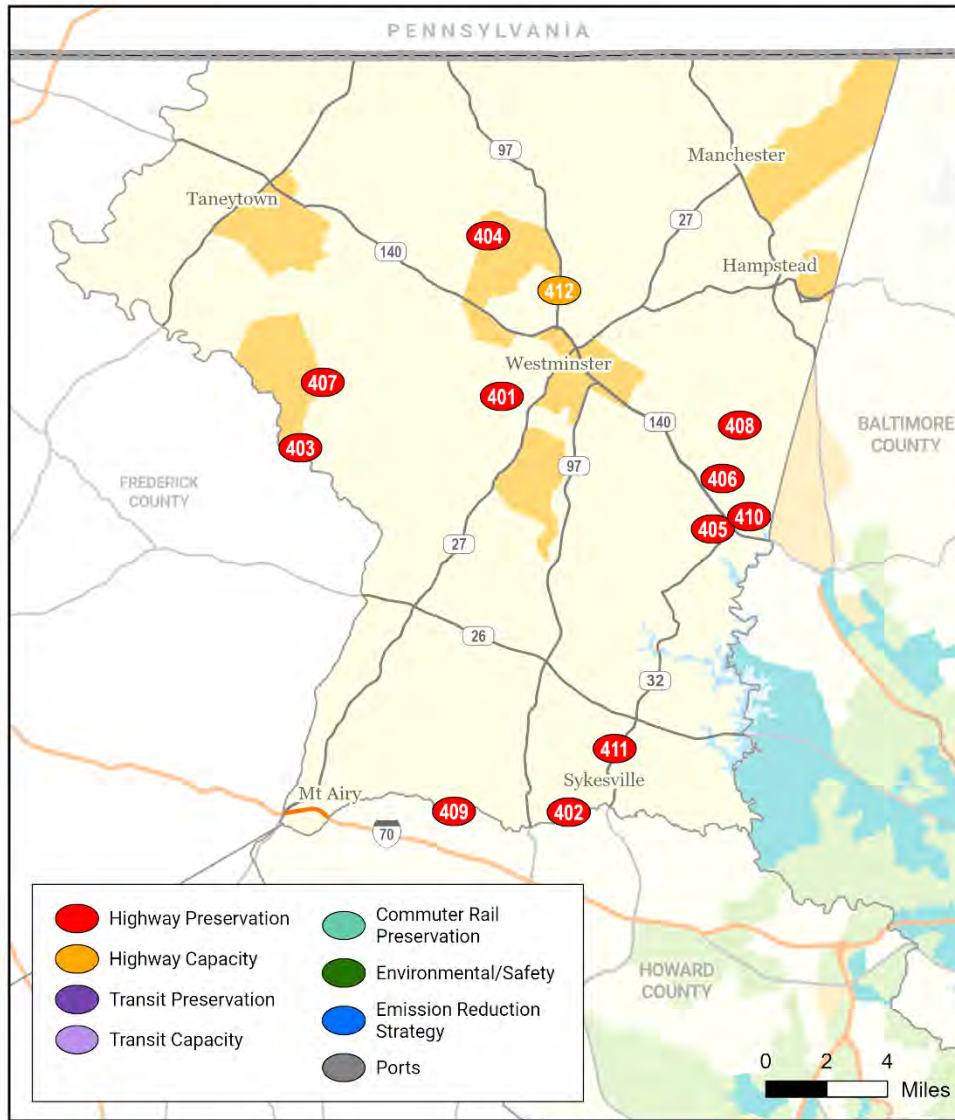
312	I-795: Dolfeld Boulevard Interchange	63-0803-46
313	I-695: US 40 to MD 144	63-1601-41
314	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
315	I-695: I-70 to MD 43	63-1802-41
316	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13
317	I-695: Reconstruction of Interchange at I-70	63-2201-12
318	I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13
319	I-70: MD 32 to I-695	60-2301-41

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Carroll County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Carroll County

401	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
402	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
403	McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13
404	Hughes Shop Road Bridge over Bear Branch	14-1802-13
405	Old Kays Mill Road Culvert over Beaver Run	14-2101-13
406	Brown Road Culvert over Roaring Run	14-2102-13
407	McKinstry's Mill Road over Little Pipe Creek	14-2103-13
408	Patapsco Road Bridge over East Branch Patapsco River	14-2201-13
409	Woodbine Road over South Branch Patapsco River	14-2501-13

Project Sponsor: MDOT State Highway Administration

410	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13
411	MD 32: 2nd Street to Main Street	64-2301-12
412	MD 97: MD 140 to MD 496 Corridor Study	64-2302-41

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGERLine®, MTA, U.S. Census, American Community Survey.

Harford County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Harford County

501	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13
502	Glenville Road Bridge #30 over Mill Brook	15-1601-13
503	Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13
504	Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13
505	Madonna Road Bridge #113 over Deer Creek	15-2101-13
506	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13
507	Stafford Road Bridge #162 over Buck Branch	15-2103-13
508	Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13
509	Moore's Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13
510	Hess Road Bridge #81 over Yellow Branch	15-2202-13
511	Cullum Road Bridge #12 over Tributary of James Run	15-2401-13
512	Chestnut Hill Road Bridge #41	15-2402-13
513	Woodley Road Extension to MD 715	15-2403-14
514	Aberdeen Transit Oriented Development Station Square Project	15-2405-55
515	Stafford Road Bridge #19 over Herring Run	15-2501-13
516	Perryman Access - Mitchell Lane	15-2502-14

Project Sponsor: Maryland Transportation Authority

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

Project Sponsor: MDOT State Highway Administration

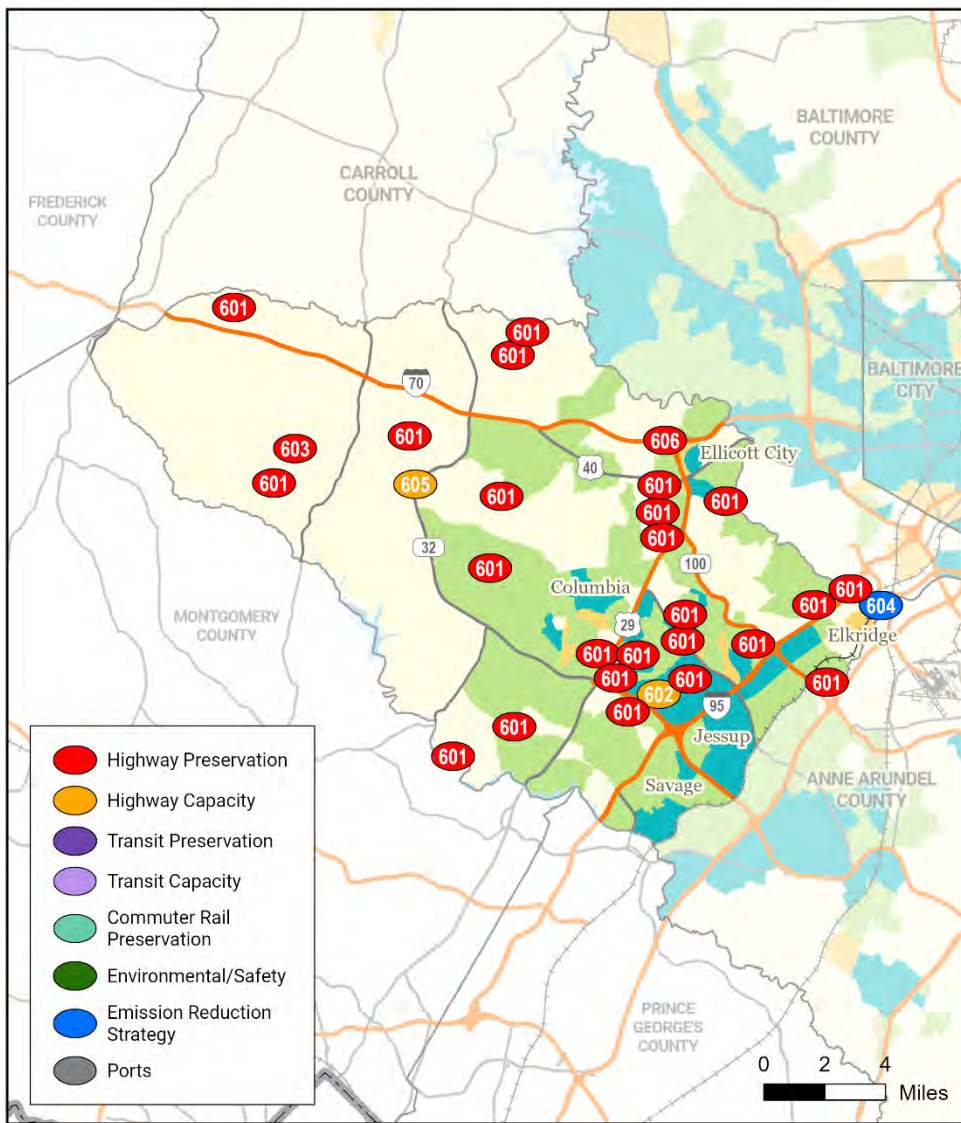
519	MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G	65-1601-12
520	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13
521	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, U.S. Census, American Community Survey.

Howard County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Howard County

601	Bridge Repair and Deck Replacement	16-0436-13
602	Snowden River Parkway: Broken Land Parkway to Oakland Mills	16-1410-41
603	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13
604	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03

Project Sponsor: MDOT State Highway Administration

605	MD 32: Linden Church Road to I-70, Capacity & Safety	66-1703-41
606	I-70: MD 32 to I-695	60-2301-41

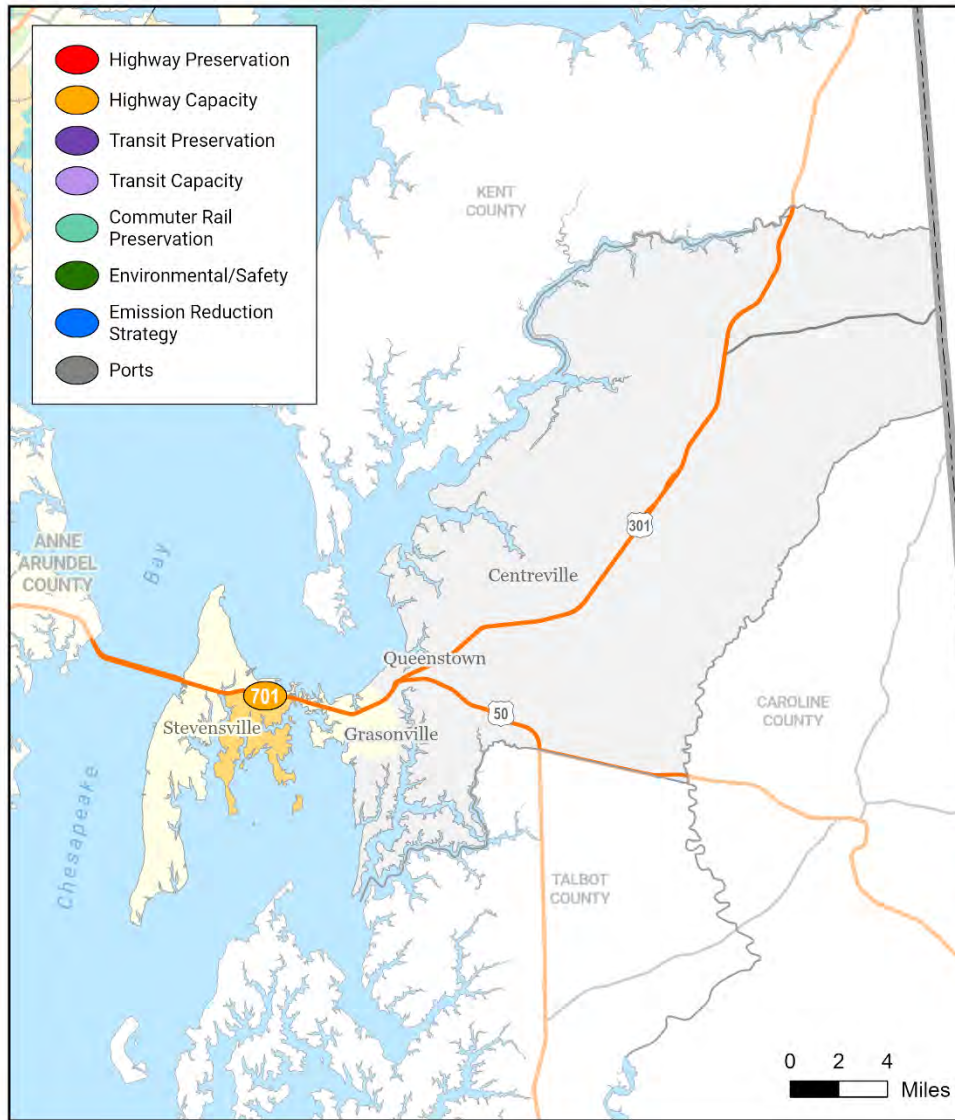
Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGERLine®, MTA, U.S. Census, American Community Survey.

Exhibit VI-8: Projects in Relation to Low Income & Minority Concentrations

Queen Anne's County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: MDOT State Highway Administration

701 MD 18B: Castle Marina Road to the Kent Narrows
Corridor Study

67-2301-41

Environmental Justice TAZs

- Low income population above regional average of 21.4%
- Minority population above regional average of 45.7%
- Minority population & low income population above regional average
- Minority population & low income population below regional average
- Outside of MPO boundary

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 21.4% and the low income population (below 200% of the poverty level) is higher than the regional average of 45.7% from the 2018-2022 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, U.S. Census, American Community Survey.

B. Detailed Project Listing

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Odenton MARC TOD

TIP ID	11-2502-55	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Facility rehabilitation
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	C565500	Est. Total Cost	\$55,593,000

Description:

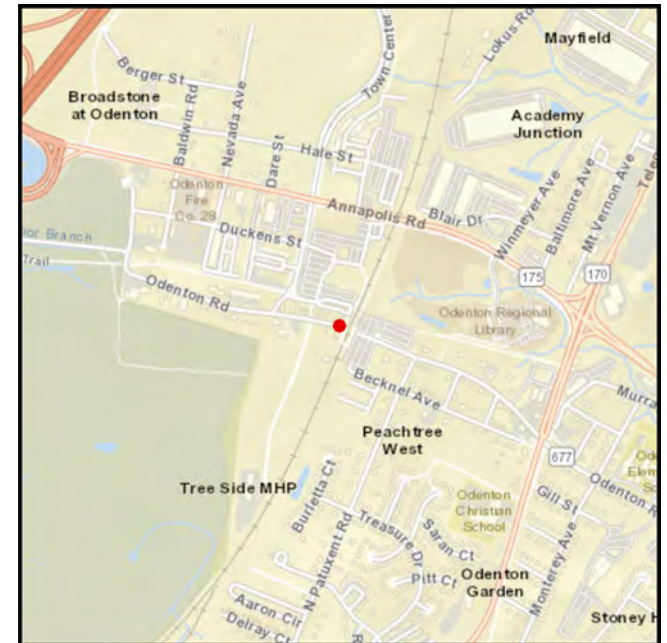
Anne Arundel County is partnering with the Maryland Department of Transportation to develop a new approximately 1000+/- car structured parking garage with modern amenities (such as directional signage for open spaces) to be located on an existing surface area parking lot site (referred to as the 'West Lot') adjacent to the Odenton MARC train platform and Kiss & Ride located in Odenton, MD. The Project is intended to be the first phase of a multi-phase development approach to the larger transit-oriented development site/s surrounding the Odenton MARC train station.

Justification:

This project will replace existing surface parking and consolidate into a vertical garage structure that improve parking for guests. This will then also free up land on the state owned lot to support transit-oriented development in the Odenton MARC station area by enabling residential construction and supporting amenities to be located in close proximity to the station.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**Odenton MARC TOD**

(Funding in Thousands)

Community Project Funding

Phase	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	Total Four-Year Funding Request
CON	\$4,000	\$49,843	\$0	\$0	\$0	\$0	\$0	\$0	\$53,843
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,000	\$49,843	\$0	\$0	\$0	\$0	\$0	\$0	\$53,843
Total	\$4,000	\$49,843	\$0	\$0	\$0	\$0	\$0	\$0	\$53,843

EV Charging Stations and Other Green Technology

TIP ID	11-2501-05	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Other
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	C582800	Est. Total Cost	\$7,000,000

Description:

Implement a transition program of fossil-fueled vehicles to hybrid/electric vehicles through engine conversion and replacement purchases. Study, design & construct the necessary infrastructure to support the County's electric/hybrid vehicle fleet, including charging stations, garage and fuel station renovations, purchase and installation of specialized maintenance/repair/safety equipment for vehicles and chargers/charging stations, and training.

Justification:

Electric vehicles can reduce the emissions that contribute to climate change and smog, improving public health and reducing ecological damage.

Connection to Long-Range Transportation Planning Goals:

5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.
5.H Implement Env. Responsible Trans. Solutions -- Promote policies that encourage elect/alt. fuel vehicles and infrastructure.





EV Charging Stations and Other Green Technology

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000

**EV Charging Stations and Other Green Technology**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$5,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000

Hanover Road Corridor Improvement

TIP ID	11-1801-42	Year of Operation	2030
Agency	Anne Arundel County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.7 miles
CIP or CTP ID(s)	H566700 (CIP) & AA372-11 (CTP)	Est. Total Cost	\$25,700,000

Description:

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

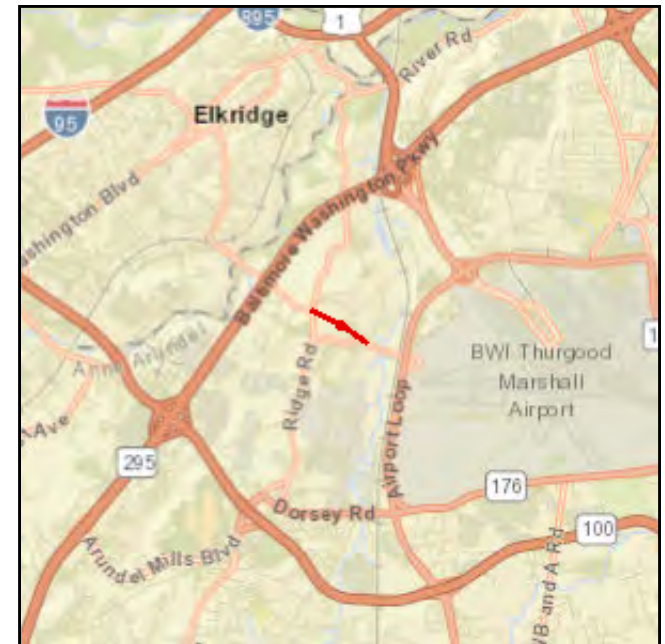
Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.

Justification:

This project is a breakout project from the MD 295 Project Planning Study that has a signed Finding of No Significant Impacts (FONSI).

Connection to Long-Range Transportation Planning Goals:

4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive infrastructure.



**Hanover Road Corridor Improvement**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Subtotal	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Furnace Avenue Bridge over Deep Run

TIP ID	11-1103-13	Year of Operation	2029
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H535200 (CIP)	Est. Total Cost	\$5,126,000

Description:

This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road and bridge deck geometry. Five foot shoulders are planned on both sides of the road. No sidewalks will be included as part of this project.

Engineering funds, through NEPA, were first included in a previous TIP. FY 2025 and 2026 funds are to finish final design and program future construction.

Justification:

The bridge is functionally obsolete and load restricted. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Furnace Avenue Bridge over Deep Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$2,648	\$976	\$0	\$0	\$3,624
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$80	\$400	\$80	\$60	\$0	\$0	\$0	\$1,020
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$211	\$0	\$0	\$0	\$0	\$0	\$0	\$211
Subtotal	\$400	\$291	\$400	\$80	\$2,708	\$976	\$0	\$0	\$4,855
Total	\$400	\$291	\$400	\$80	\$2,708	\$976	\$0	\$0	\$4,855

Magothy Bridge Road Bridge over Magothy River

TIP ID	11-1402-13	Year of Operation	2025
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)	H534900	Est. Total Cost	\$8,003,000

Description:

This project will replace the bridge deck and add shoulders to the bridge over the Magothy River. Five-foot sidewalks and seven-foot shoulders are planned on both sides of the road.

Costs increased to \$8,003,000 due to construction bids.

Justification:

This bridge is functionally obsolete and load-restricted. It is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Magothy Bridge Road Bridge over Magothy River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$3,000	\$600	\$1,500	\$250	\$0	\$0	\$0	\$0	\$5,350
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$50	\$13	\$50	\$13	\$0	\$0	\$0	\$0	\$126
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,050	\$613	\$1,550	\$263	\$0	\$0	\$0	\$0	\$5,476
Total	\$3,050	\$613	\$1,550	\$263	\$0	\$0	\$0	\$0	\$5,476

O'Connor Road Bridge over Deep Run

TIP ID	11-1403-13	Year of Operation	2027
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561000 (CIP)	Est. Total Cost	\$8,143,000

Description:

This project will replace the bridge over Deep Run at O'Connor Road. Three foot shoulders are planned on both sides of the road.

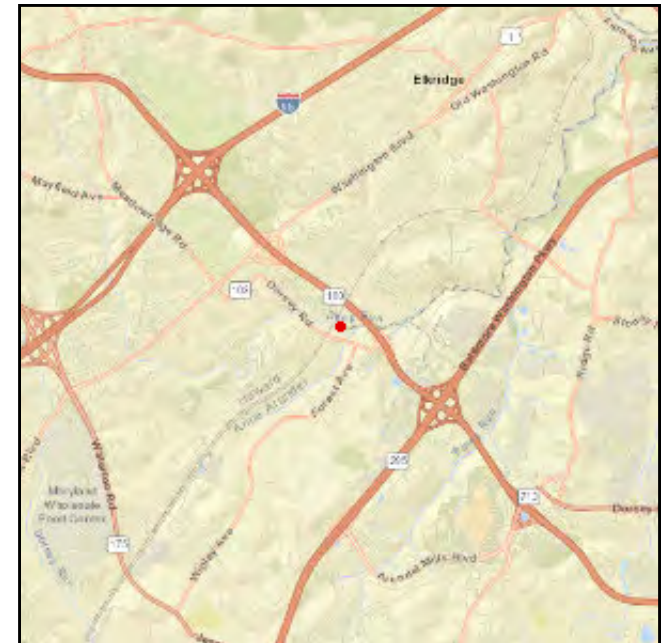
Engineering funds were first included in the FY 2014-2017 TIP. FY 2025 engineering funds are to complete the final design after NEPA approval.

Justification:

The existing bridge is structurally deficient and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**O'Connor Road Bridge over Deep Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$5,087	\$1,589	\$0	\$0	\$0	\$0	\$6,676
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$320
Subtotal	\$800	\$520	\$5,087	\$1,589	\$0	\$0	\$0	\$0	\$7,996
Total	\$800	\$520	\$5,087	\$1,589	\$0	\$0	\$0	\$0	\$7,996

McKendree Road Culvert over Lyons Creek

TIP ID	11-1601-19	Year of Operation	2026
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H566800	Est. Total Cost	\$3,456,000

Description:

This project is to remove and replace the bridge on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road.

Engineering funds were first included in FY 2017. FY 2025 funds are for construction. This project was approved for 100% Federal Aid Bridge Program Funding for FY 2024 & 2025 up to \$1.5 million.

Justification:

The existing bridge is structurally deficient and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**McKendree Road Culvert over Lyons Creek**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$2,468	\$242	\$0	\$0	\$0	\$0	\$0	\$0	\$2,710
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,668	\$292	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960
Total	\$2,668	\$292	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960

Polling House Road Bridge over Rock Branch

TIP ID	11-1602-13	Year of Operation	2028
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561100 (CIP)	Est. Total Cost	\$6,171,000

Description:

This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. Three foot shoulders are planned on both sides of the road.

Engineering funds through NEPA approval were included in FY 2023.

Justification:

This project will correct the deteriorated structure and obsolete deck geometry of the existing bridge. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Polling House Road Bridge over Rock Branch**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,515	\$1,897	\$0	\$0	\$5,412
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$500	\$100	\$300	\$75	\$50	\$10	\$0	\$0	\$1,035
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$500	\$150	\$300	\$75	\$3,565	\$1,907	\$0	\$0	\$6,497
Total	\$500	\$150	\$300	\$75	\$3,565	\$1,907	\$0	\$0	\$6,497

Hanover Road Bridge over Deep Run

TIP ID	11-2105-13	Year of Operation	2027
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H580800 (CIP)	Est. Total Cost	\$7,743,000

Description:

This project will replace the existing bridge along Hanover Road over Deep Run due to its deteriorating condition. Shoulders and sidewalks will be provided on both sides.

Justification:

This project will correct the deteriorated structure of the existing bridge. The bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Hanover Road Bridge over Deep Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$565	\$142	\$496	\$124	\$0	\$0	\$0	\$0	\$1,327
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$48	\$0	\$0	\$0	\$0	\$48
Subtotal	\$565	\$142	\$496	\$172	\$0	\$0	\$0	\$0	\$1,375
Total	\$565	\$142	\$496	\$172	\$0	\$0	\$0	\$0	\$1,375

Conway Road Bridge over Little Patuxent River

TIP ID	11-2106-13	Year of Operation	2028
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H580900 (CIP)	Est. Total Cost	\$23,005,000

Description:

This project will replace the existing bridge along Conway Road over the Little Patuxent River due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.

Justification:

This project will correct the deteriorated structure of the existing bridge. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Conway Road Bridge over Little Patuxent River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$750	\$150	\$750	\$150	\$0	\$0	\$0	\$0	\$1,800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$750	\$150	\$750	\$150	\$0	\$0	\$0	\$0	\$1,800
Total	\$750	\$150	\$750	\$150	\$0	\$0	\$0	\$0	\$1,800

Jacobs Road Bridge over Severn Run

TIP ID	11-2107-13	Year of Operation	2027
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H581000 (CIP)	Est. Total Cost	\$4,521,000

Description:

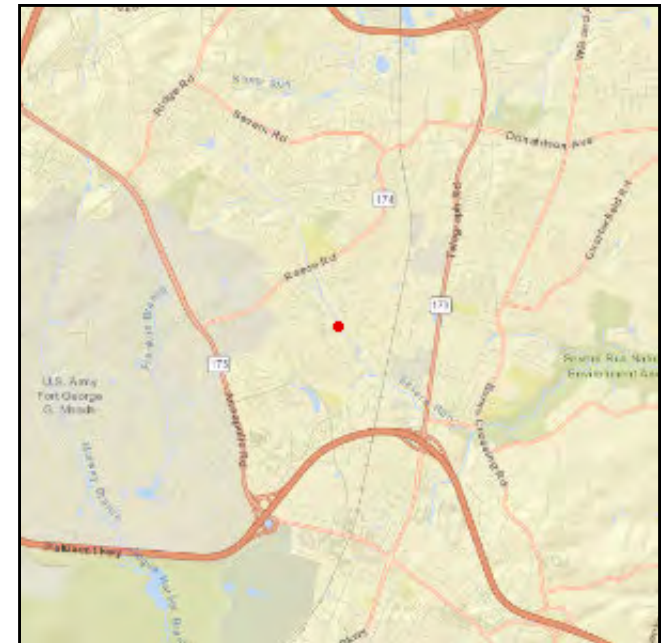
This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering. Cost is projected to increase from \$3.815 M to \$4.521 M due to refined construction costs.

Justification:

This project will correct the deteriorated structure of the existing bridge. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Jacobs Road Bridge over Severn Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$2,029	\$1,145	\$0	\$0	\$0	\$0	\$3,174
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$500	\$100	\$200	\$40	\$0	\$0	\$0	\$0	\$840
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$48
Subtotal	\$500	\$148	\$2,229	\$1,185	\$0	\$0	\$0	\$0	\$4,062
Total	\$500	\$148	\$2,229	\$1,185	\$0	\$0	\$0	\$0	\$4,062

Culvert Invert Paving

TIP ID	11-2401-13	Year of Operation	2025
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)	H590001	Est. Total Cost	\$675,000

Description:

This project will provide bridge repair/culvert invert paving for multiple county-owned metal pipe culverts identified through scheduled inspections.

AA2013-Hospital Dr over Marley Creek
AA3009-Oakwood Dr over Marley Creek
AA4031-Duvall Hwy over trib to Stoney Creek
AA5017-8th Ave NW over Sawmill Creek

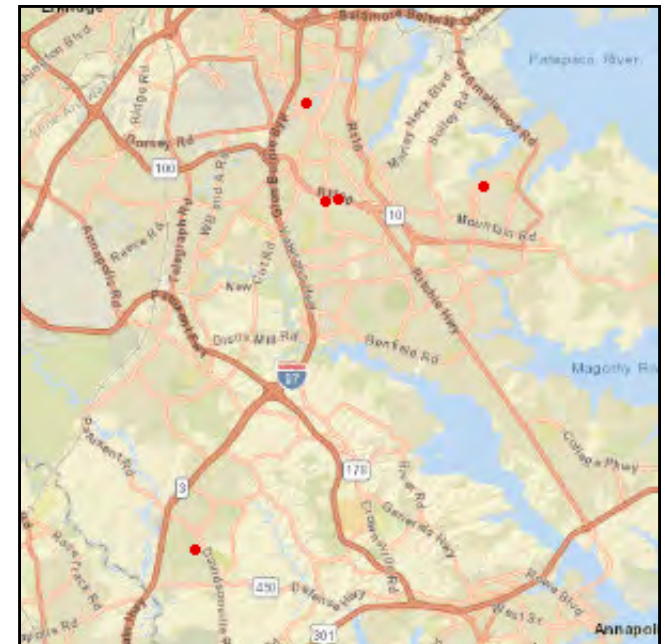
Justification:

This project is needed to address the deteriorating conditions of the culvert inverts and increase their service life.

The project is eligible for 80% federal funding for both design and construction through the Federal Highway Bridge Program.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Culvert Invert Paving**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$540	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$675
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$540	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$675
Total	\$540	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$675

Town Center Boulevard Bridge over tributary of Severn Run

TIP ID	11-2402-13	Year of Operation	2030
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	H590100	Est. Total Cost	\$1,030,000

Description:

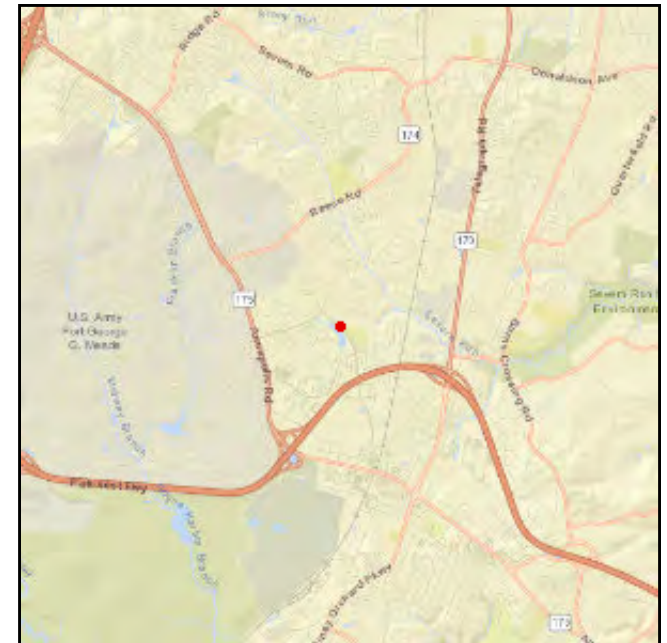
This project will replace/rehabilitate the existing bridge located on Town Center Blvd over Tributary to Severn Run to address the deteriorating condition of the structure. The project is eligible for 80% federal funding for both design and construction through the Federal Highway Bridge Program. Construction funding will be applied to this project when the Design and ROW phases are complete, from project H581100, Bridge Construction Placeholder.

Justification:

Replacement of County infrastructure to extend service life. Bridge currently has a sufficiency rating of 56.0

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Town Center Boulevard Bridge over tributary of Severn Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$824	\$206	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$824	\$206	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030
Total	\$824	\$206	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030

Patuxent Road Bridge over Little Patuxent River

TIP ID	11-2403-13	Year of Operation	2030
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H590201	Est. Total Cost	\$1,105,000

Description:

This project will rehabilitate the existing bridge located on Patuxent Rd over Little Patuxent River to replace the deteriorating bridge deck and perform repairs on the bridge superstructure and substructure.

Justification:

Rehabilitation of County infrastructure to extend service life. Bridge currently has a sufficiency rating of 75.0

Connection to Long-Range Transportation Planning Goals:

**Patuxent Road Bridge over Little Patuxent River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$884	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$1,105
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$884	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$1,105
Total	\$884	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$1,105

Governor's Bridge Road Bridge over Patuxent River

TIP ID	11-2404-13	Year of Operation	2028
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	1 to 1 lane, 115 Feet
CIP or CTP ID(s)	H569500	Est. Total Cost	\$5,768,000

Description:

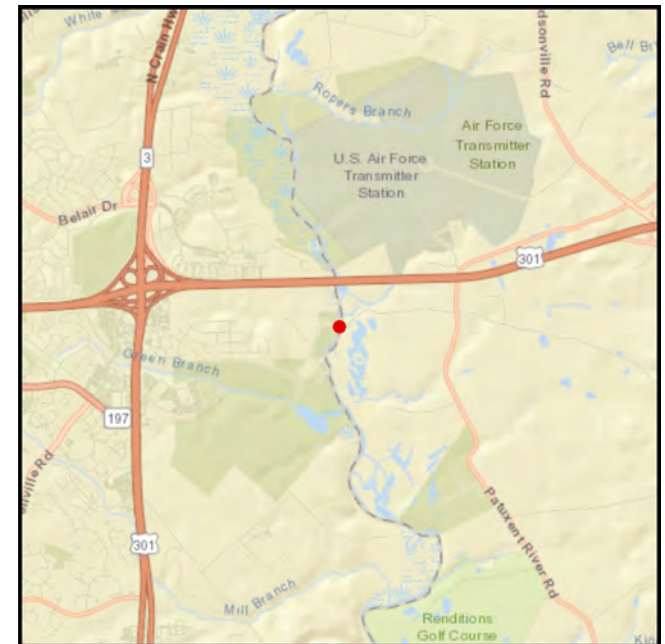
This project replaces the existing Governor's Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George's County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.

Justification:

The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. The structure has been closed to traffic since 2015. The deteriorated bridge requires replacement to reestablish the safety and functionality of the roadway network.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 6.F Improve System Security -- Identify funding sources to help implement regional security priorities.
- 7.F Promote Prosperity & Econ. Ops -- Consider prior inequities for future transportation investments.



**Governor's Bridge Road Bridge over Patuxent River**

(Funding in Thousands)

Highway Bridge Rehabilitation and Reconstruction Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,000	\$500	\$4,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$140	\$35	\$260	\$65	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000
Total	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000

Parole Transportation Center

TIP ID	11-2101-66	Year of Operation	2026
Agency	Anne Arundel County	Project Type	New bus facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H581200 (CIP)	Est. Total Cost	\$17,170,000

Description:

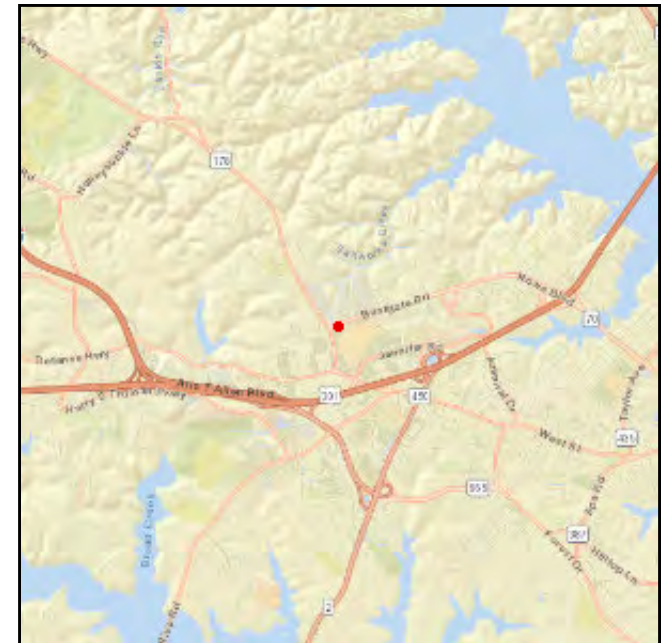
This project will provide a multi-modal transportation center in Parole. The facility will serve existing local and regional bus service, but will also be designed as an intermodal hub with possible future connectivity to modes such as bikeshare, carshare, and ridehailing services.

Justification:

This facility is necessary to handle transfers between local and regional bus service and to allow more docking area to serve both. It will also provide additional amenities for waiting passengers. The project is recommended in the Anne Arundel County General Development Plan with specific recommendations from the recently completed UPWP feasibility study.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users.
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV



**Parole Transportation Center**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$3,000	\$1,150	\$0	\$0	\$0	\$0	\$0	\$0	\$4,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,000	\$1,150	\$0	\$0	\$0	\$0	\$0	\$0	\$4,150

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$8,390	\$0	\$0	\$0	\$0	\$0	\$0	\$8,390
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
Subtotal	\$0	\$10,890	\$0	\$0	\$0	\$0	\$0	\$0	\$10,890
Total	\$3,000	\$12,040	\$0	\$0	\$0	\$0	\$0	\$0	\$15,040

Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

TIP ID	12-2301-39	Year of Operation	2029
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Environmental/Safety	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 lanes to 3; 1.3 miles
CIP or CTP ID(s)	508-156	Est. Total Cost	\$5,000,000

Description:

This project seeks to construct the following:

1. A protected bicycle facility on Falls Road between Northern Parkway and Coldspring Lane
2. Provide geometric safety improvements at the intersection of Northern Parkway at Falls Road

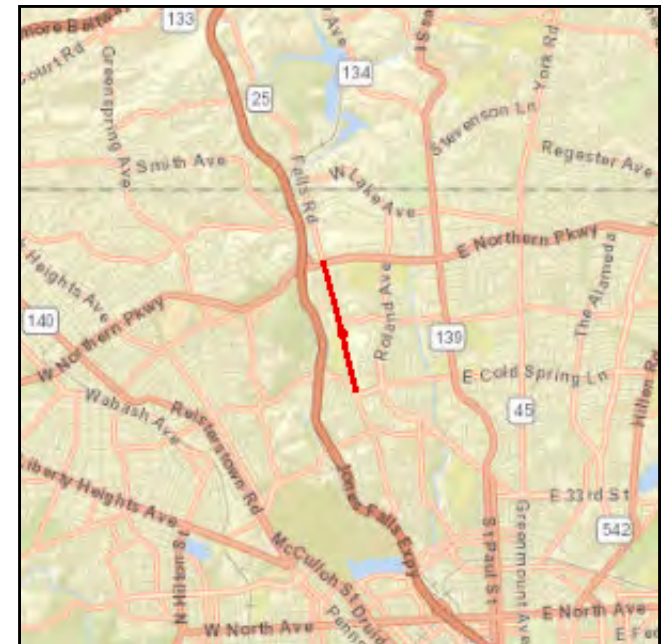
Justification:

Falls Road is identified as a Main Bike Route in Baltimore City's 2015 Bike Master Plan. This project would provide a protected facility to improve the safety and accessibility for people biking on Falls Road while encouraging slower traffic.

Northern Parkway at Falls road experiences a high number of crashes and is a high volume roadway. Geometric traffic safety improvements at this intersection are projected to decrease the incidence of traffic crashes.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services



**Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$2,720	\$680	\$0	\$0	\$0	\$0	\$3,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,280	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,280	\$320	\$2,720	\$680	\$0	\$0	\$0	\$0	\$5,000
Total	\$1,280	\$320	\$2,720	\$680	\$0	\$0	\$0	\$0	\$5,000

Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)

TIP ID	12-2303-25	Year of Operation	2030
Agency	Baltimore City	Project Type	Bicycle/pedestrian facilities
Project Category	Environmental/Safety	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 lanes to 4 lanes; 0.66 miles
CIP or CTP ID(s)	508-157	Est. Total Cost	\$13,000,000

Description:

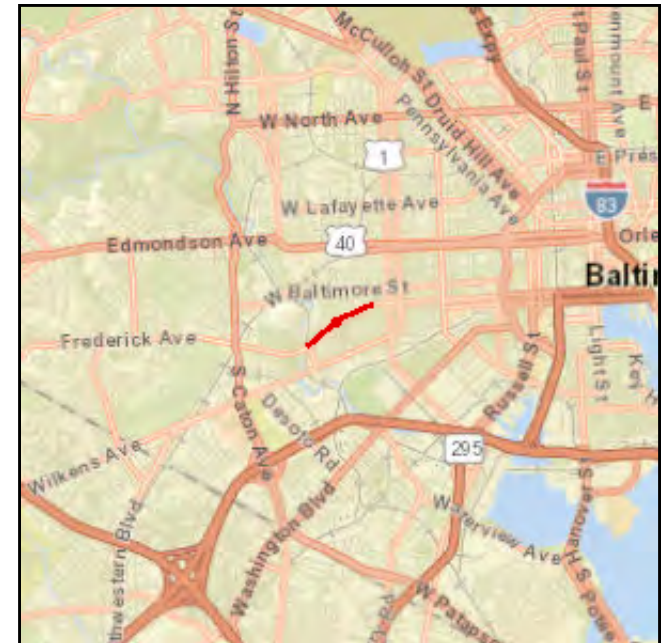
Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. Pulaski Street to the transit transfer stops along Frederick Ave.

Justification:

Repairs are necessary to comply with the provisions of the Americans With Disabilities Act, specifically as it relates to access for disabled road users.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)**

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$8,080	\$2,020	\$0	\$0	\$10,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$480	\$120	\$0	\$0	\$0	\$0	\$1,600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$480	\$120	\$8,080	\$2,020	\$0	\$0	\$11,700
Total	\$800	\$200	\$480	\$120	\$8,080	\$2,020	\$0	\$0	\$11,700

2022 Pedestrian & Roadway Safety Improvements

TIP ID	12-2505-39	Year of Operation	2025
Agency	Baltimore City	Project Type	Safety other
Project Category	Environmental/Safety	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Approximately 50 intersections
CIP or CTP ID(s)	512-080	Est. Total Cost	\$2,300,000

Description:

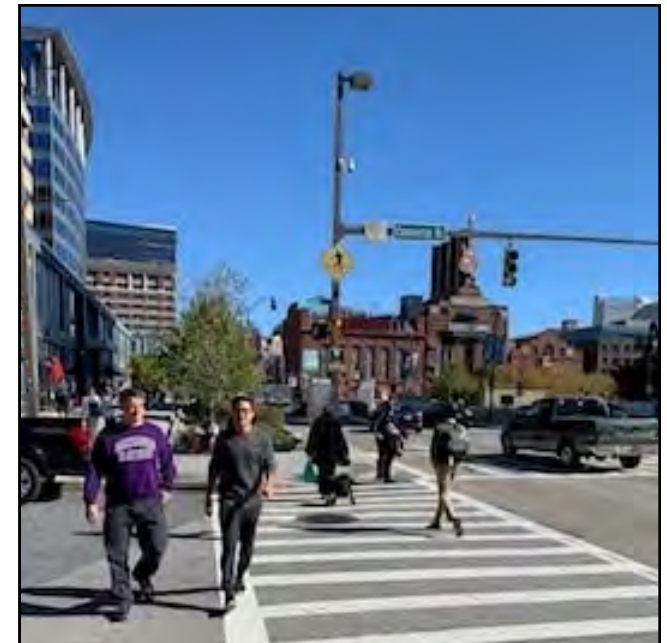
This project will deploy a variety of safety treatments aimed at pedestrians, bicyclists, and vehicles at approximately 50 intersections Citywide. Treatments will include: concrete bumpouts and ADA ramps, upgraded crosswalks, rectangular rapid flashing beacons and HAWK signals for pedestrian crossings, flashing stop signs, retroreflective backplates on traffic signals, intersection geometry & operational safety improvements.

Justification:

High-crash locations were identified throughout the city of Baltimore for implementation of safety treatments, particularly those of an innovative nature. The majority of the treatments will upgrade ADA accessibility and crossing safety for pedestrians at these intersections. Treatments such as bumpouts (shortened crossings), warning beacons, HAWK signals, are shown to improve vehicle yielding behavior and reduce pedestrian crashes. Treatments such as retroreflective backplates and flashing stop signs increase visibility of traffic control and therefore increase safety for all roadway users.

Connection to Long-Range Transportation Planning Goals:

- 1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**2022 Pedestrian & Roadway Safety Improvements**

(Funding in Thousands)

Highway Safety Improvement Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$1,680	\$420	\$0	\$0	\$0	\$0	\$2,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$200	\$1,680	\$420	\$0	\$0	\$0	\$0	\$2,300
Total	\$0	\$200	\$1,680	\$420	\$0	\$0	\$0	\$0	\$2,300

2023 Pedestrian & Roadway Safety Improvements

TIP ID	12-2506-39	Year of Operation	2025
Agency	Baltimore City	Project Type	Safety other
Project Category	Environmental/Safety	Functional Class	Varies
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)	512-080	Est. Total Cost	\$3,100,000

Description:

The project involves the installation of High intensity Activated crossWalk (HAWK) and Rectangular Rapid Flashing Beacon (RRFB) complementary treatments at several intersections.

MDOT SHA (via the Federal Highway Safety Improvement Program-HSIP) is providing 90% of funds for construction while the City of Baltimore is funding the design portion of the project and a 10% construction match.

Justification:

The project is needed in order to assist in pedestrian crossings and improve safety at the specified locations. The intersections included in this project currently do not have the appropriate features to assist in pedestrian crossings hence there have been several reported pedestrian crashes at these locations. HAWKs and RRFBs act similarly to traffic signals and are designed to catch drivers' attention at pedestrian crosswalks and improve safety. Studies have shown that HAWKs and RRFBs can provide significant reductions in total crashes and in crashes involving pedestrians.

Connection to Long-Range Transportation Planning Goals:

- 1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**2023 Pedestrian & Roadway Safety Improvements**

(Funding in Thousands)

Highway Safety Improvement Program

Phase	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	Total Four-Year Funding Request
CON	\$2,790	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,790	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Total	\$2,790	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

TIP ID	12-1218-07	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	ITS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-077, 512-078, 512-080, 512-009	Est. Total Cost	\$15,800,000

Description:

This project includes signal and traffic improvements citywide which may include but are not limited to: traffic signal system upgrades, ITS and system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacements and upgrades, communications equipment including fiber optic, copper and wireless, variable message signs, vehicular and pedestrian detector upgrades, intersection improvements, signs and marking. Projects included in this TIP ID are: 1) CCTV and signal rewiring citywide, 2) installation of fiber optic and copper communications citywide, 3) ITS deployment and upgrades citywide, 4) geometric improvements at multiple intersections, 5) traffic signal reconstruction, and 6) traffic signal timing optimization. Engineering and planning funds for the traffic signal timing optimization project were included in FY 2022.

Justification:

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.

Connection to Long-Range Transportation Planning Goals:

- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$10,000	\$2,500	\$2,400	\$600	\$0	\$0	\$0	\$0	\$15,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,240	\$2,560	\$2,400	\$600	\$0	\$0	\$0	\$0	\$15,800
Total	\$10,240	\$2,560	\$2,400	\$600	\$0	\$0	\$0	\$0	\$15,800

Transportation Management Center Upgrade

TIP ID	12-1701-04	Year of Operation	2027
Agency	Baltimore City	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-005	Est. Total Cost	\$12,500,000

Description:

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The system may include but is not limited to software, computer hardware, servers, switches and communications equipment. The current ATMS, known as an "i2 System" is more than 15 years old and has been discontinued by the vendor. Replacement with a new system requires a complete upgrade of hardware and software, replacement of field controllers, and installation of communications equipment for field devices.

Justification:

The existing system requires upgrades and expansion for better functioning of the Traffic Management Center.

Connection to Long-Range Transportation Planning Goals:

4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.

6.C Improve System Security -- Review evacuation routes and ID bottlenecks.



**Transportation Management Center Upgrade**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,000	\$1,000	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$12,000
Total	\$4,000	\$1,000	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$12,000

Greenway Middle Branch Phase 2

TIP ID	12-2102-03	Year of Operation	2027
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.8 miles
CIP or CTP ID(s)	508-126	Est. Total Cost	\$2,219,000

Description:

The Middle Branch Phase 2 project involves the construction of a 0.8 mile trail as part of the Baltimore Greenway Loop that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits.

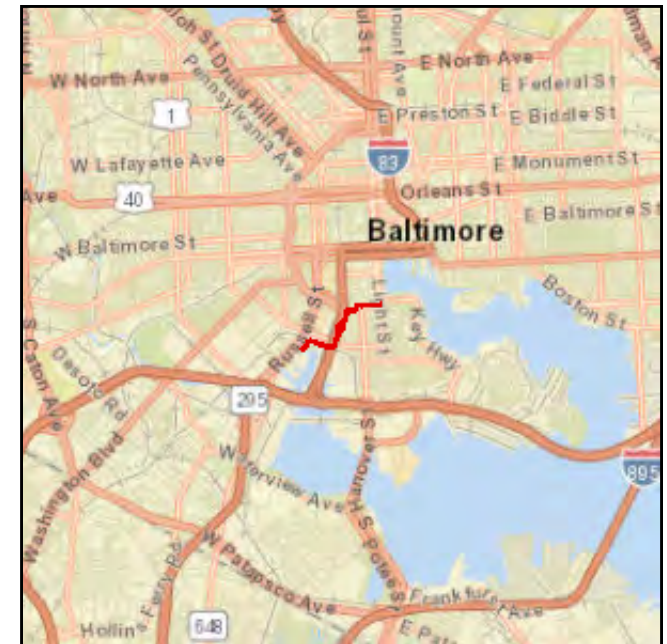
Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.

Justification:

This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.



**Greenway Middle Branch Phase 2**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$758	\$190	\$0	\$0	\$0	\$0	\$948
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$75	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$94
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$75	\$19	\$758	\$190	\$0	\$0	\$0	\$0	\$1,042
Total	\$75	\$19	\$758	\$190	\$0	\$0	\$0	\$0	\$1,042

Communication Upgrades - Wireless

TIP ID	12-2304-07	Year of Operation	2028
Agency	Baltimore City	Project Type	ITS
Project Category	Emission Reduction Strategy	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-017	Est. Total Cost	\$12,500,000

Description:

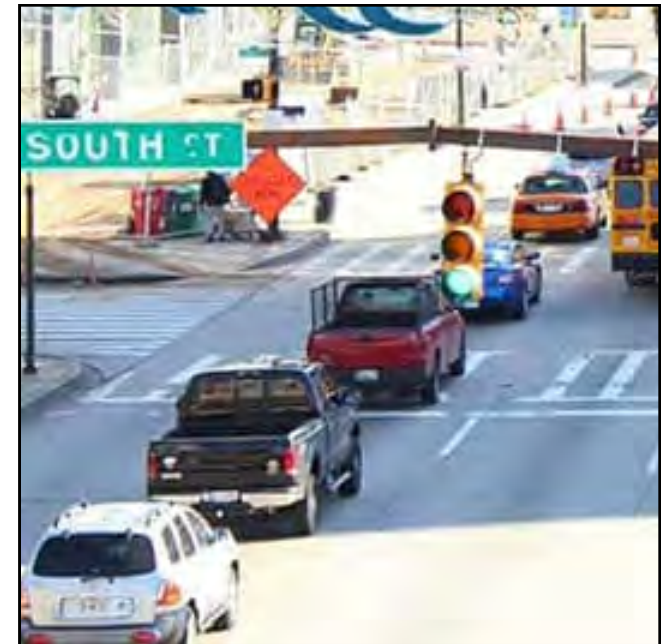
Rehabilitate and upgrade aging and deteriorated signal & ITS (Intelligent Transportation System) communication network.

Justification:

The majority of the traffic signals in the city are not connected to the central server. This project seeks to provide wireless communications to the traffic signal network so that we can communicate with the individual signals, keep coordination, and make changes to signal operations remotely.

Connection to Long-Range Transportation Planning Goals:

2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.



**Communication Upgrades - Wireless**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,000	\$1,250	\$0	\$0	\$6,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,000	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,000	\$250	\$0	\$0	\$5,000	\$1,250	\$0	\$0	\$7,500
Total	\$1,000	\$250	\$0	\$0	\$5,000	\$1,250	\$0	\$0	\$7,500

Baltimore City Greenway Trail Network - Eastern Segment

TIP ID	12-2406-03	Year of Operation	2026
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	1.8 mile trail
CIP or CTP ID(s)	TBD	Est. Total Cost	\$4,000,000

Description:

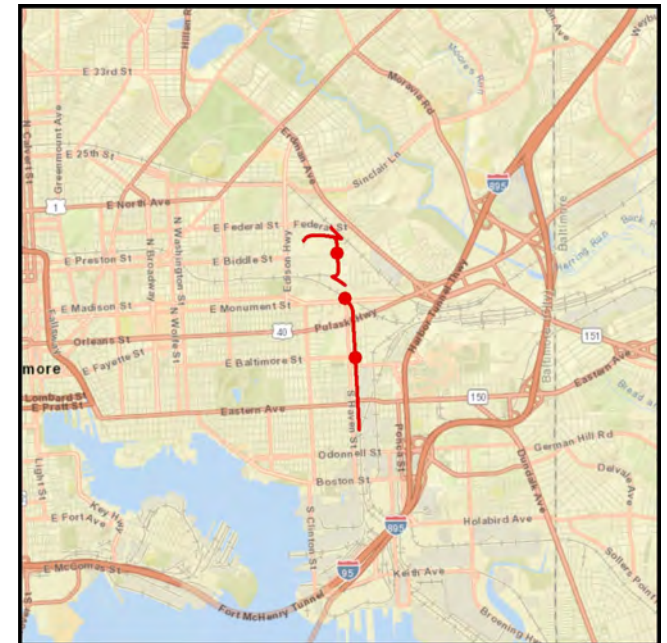
The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities, that make up the landscape of Baltimore City. The Eastern Segment will connect to some of East Baltimore's most popular destinations, by creating a linear park on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.

Justification:

This project will help the City of Baltimore complete the remaining 10 miles of a 35-mile trail network, and will provide an alternative means of transportation access to jobs, schools, retail centers, and recreation for thousands of Baltimore City residents. It will also provide a more environmental means of travel by reduced emissions, carbon sequestration, etc., that promotes increased public health.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management.



**Baltimore City Greenway Trail Network - Eastern Segment**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$2,500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Subtotal	\$2,500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Total	\$2,500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000

Perring Parkway Ramp and Hillen Road Bridge

TIP ID	12-1215-13	Year of Operation	2028
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	506-760	Est. Total Cost	\$7,000,000

Description:

This project includes replacement of the Perring Parkway ramp over Herring Run.

Engineering for this project was originally authorized in FY 2016.

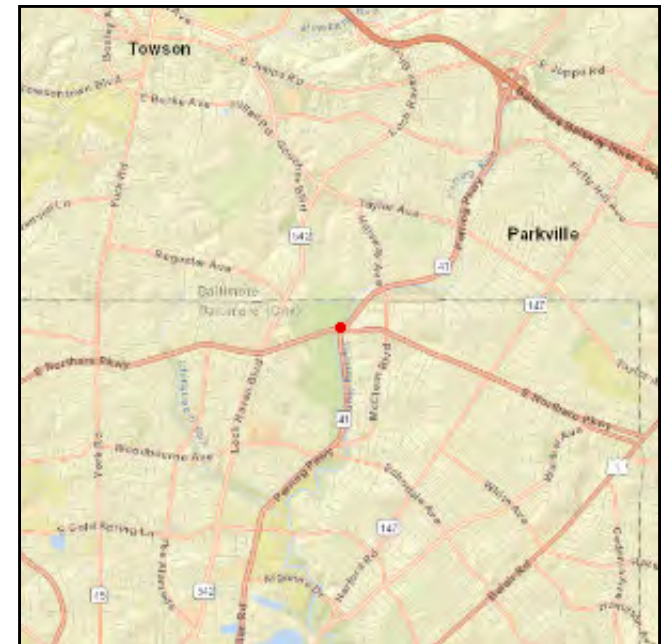
Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 35.0.

The bridge is still in Poor Condition according to the 2022 Bridge Inspection Report. No new restrictions have been added.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Total	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2028
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	506-766	Est. Total Cost	\$8,250,000

Description:

The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

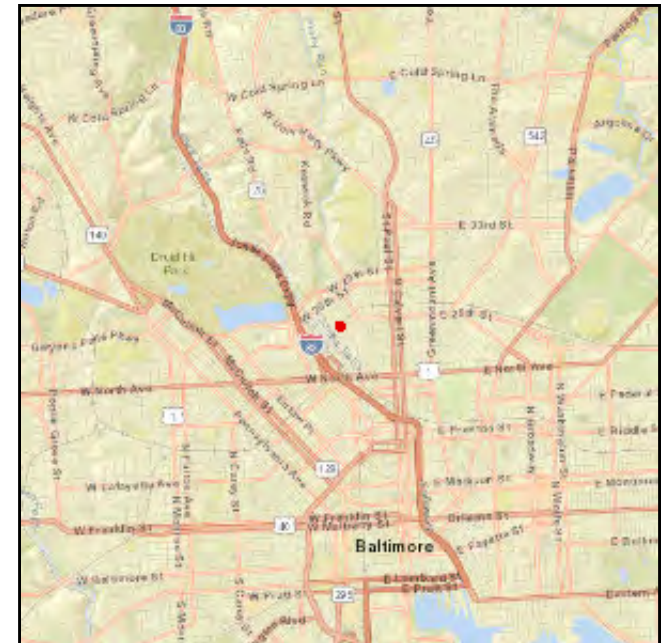
Engineering funds for this project were authorized in FY 2019.

Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 41.4. As a result, the bridge was closed to traffic in February 2022.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



**Sisson Street Bridge over CSX Railroad**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

Wilkins Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	Year of Operation	2028
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-326	Est. Total Cost	\$18,600,000

Description:

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

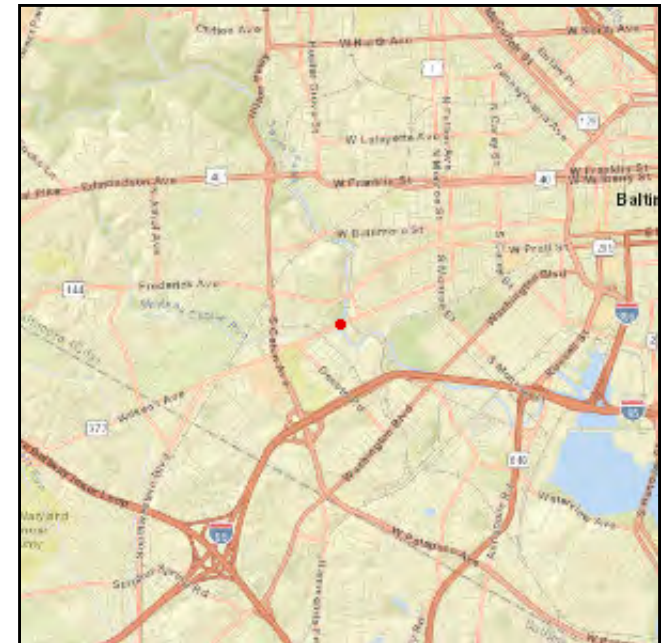
Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

Justification:

This bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 39.8.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Wilkins Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$14,080	\$3,520	\$0	\$0	\$0	\$0	\$0	\$0	\$17,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,080	\$3,520	\$0	\$0	\$0	\$0	\$0	\$0	\$17,600
Total	\$14,080	\$3,520	\$0	\$0	\$0	\$0	\$0	\$0	\$17,600

Belair Road Complete Streets

TIP ID	12-1404-11	Year of Operation	2028
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	527-008	Est. Total Cost	\$12,100,000

Description:

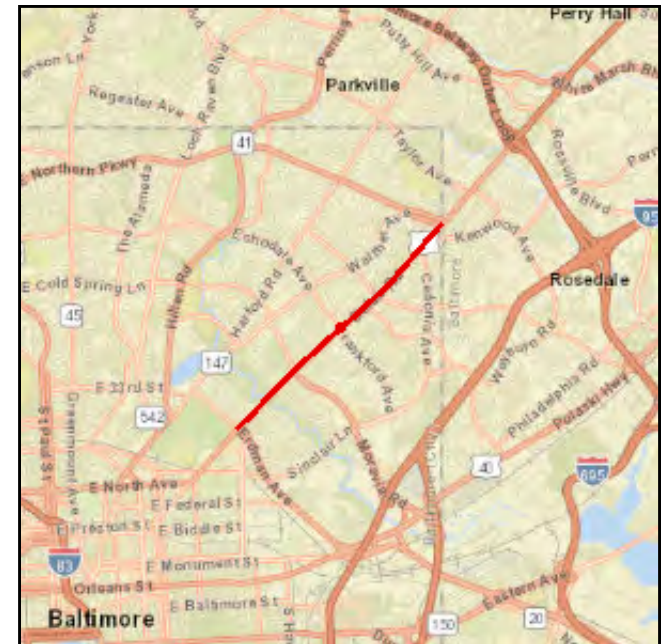
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2025 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I, which includes the intersection of Belair Road and Frankford Avenue, was completed in February 2021. The year of operation of 2028 reflects the completion of Phase II includes the intersection of Belair Road and Erdman Avenue node.

Justification:

Belair Road is a high-speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Belair Road Complete Streets

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$5,680	\$1,420	\$0	\$0	\$0	\$0	\$0	\$0	\$7,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600
Total	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600

Orleans Street Bridge over I-83 and City Streets

TIP ID	12-1601-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes, 1728 feet
CIP or CTP ID(s)	506-006	Est. Total Cost	\$18,900,000

Description:

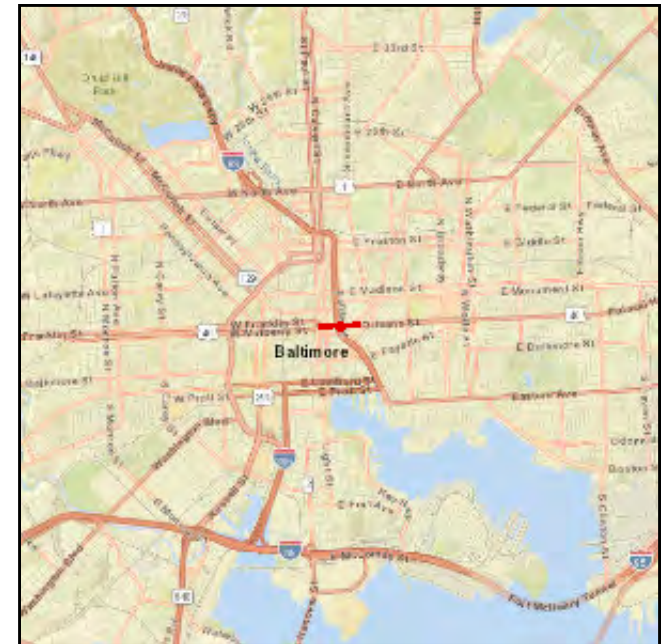
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk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

Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. Per the Bridge Inspection on 11/21/22, the bridge is now in Poor Condition and the sufficiency rating is 63.3.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$12,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$12,400
Total	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$2,480	\$620	\$12,400

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	Year of Operation	2028
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-761	Est. Total Cost	\$9,900,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

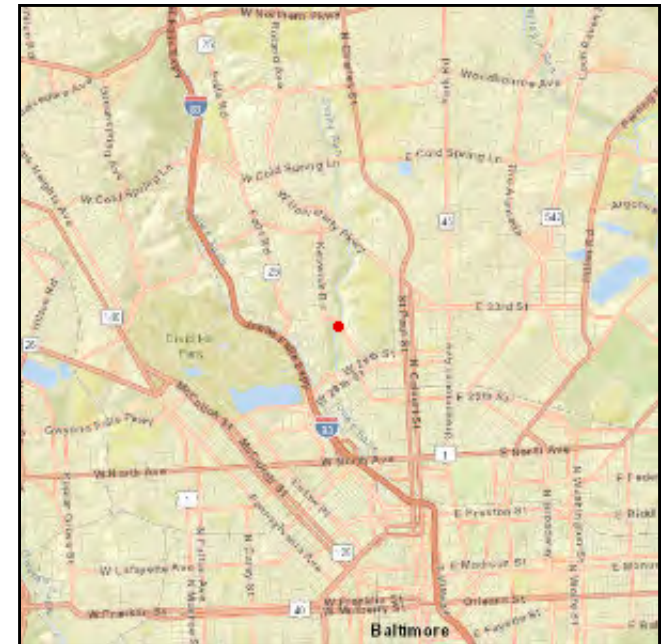
Engineering for this project was authorized in FY 2016.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as undermining of the substructure. The existing bridge is in poor condition with a sufficiency rating of 15.3.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$7,040	\$1,760	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,040	\$1,760	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800
Total	\$7,040	\$1,760	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800

Moores Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moores Run)

TIP ID	12-1603-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-762	Est. Total Cost	\$14,500,000

Description:

This project includes replacement of the deteriorated bridge on Radecke Avenue with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this bridge was authorized in FY 2019. The project scope includes replacement of the Sinclair Lane bridge over Moores Run. The existing bridge will be removed and replaced. Engineering funds for this bridge were authorized in FY 2021.

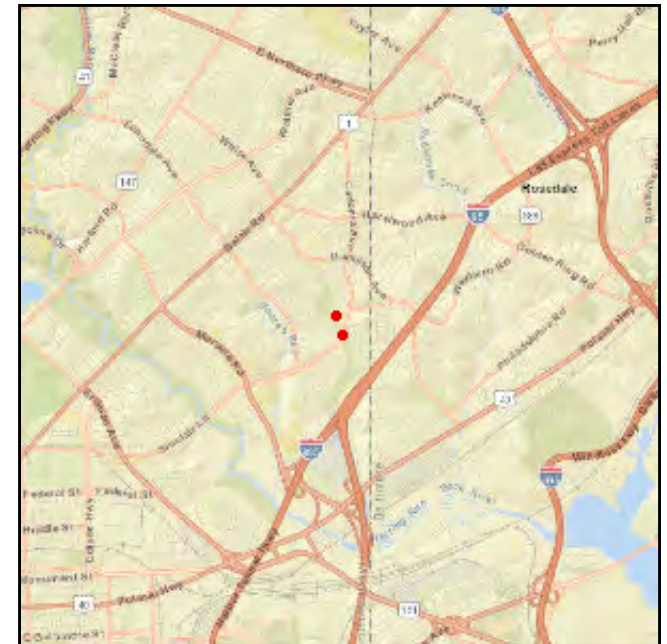
The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2027. This will result in less disruption to the community and a greater cost savings to Baltimore City.

Justification:

This project will correct the deteriorated condition of the bridges and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The Radecke Avenue bridge is in poor condition with a sufficiency rating of 68.5. The Sinclair Lane Bridge is in poor condition with a sufficiency rating of 82.0.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Moores Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moores Run)

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,640	\$410	\$712	\$178	\$2,944	\$736	\$2,944	\$736	\$10,300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,840	\$710	\$712	\$178	\$2,944	\$736	\$2,944	\$736	\$11,800
Total	\$2,840	\$710	\$712	\$178	\$2,944	\$736	\$2,944	\$736	\$11,800

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	509-005	Est. Total Cost	\$16,250,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

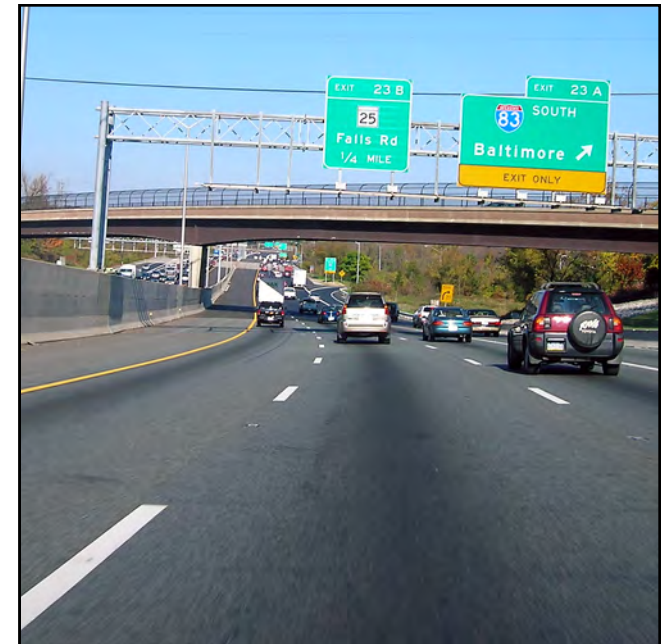
Engineering funds for this project were authorized in FY 2020.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,800	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,800	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250
Total	\$1,800	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-184	Est. Total Cost	\$6,500,000

Description:

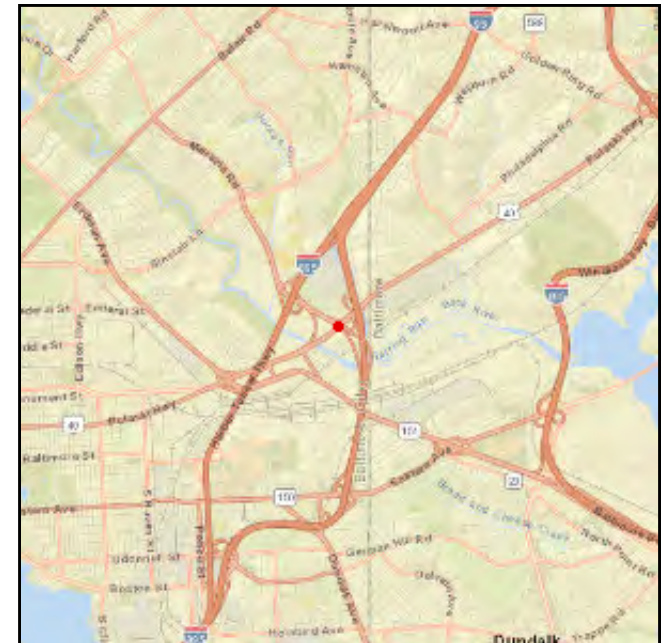
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge exhibits continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The existing bridge is in poor condition with a sufficiency rating of 65.8.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,000	\$250	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$4,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$400	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$5,500
Total	\$1,600	\$400	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$5,500

SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

TIP ID	12-1609-13	Year of Operation	2026
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-004	Est. Total Cost	\$22,000,000

Description:

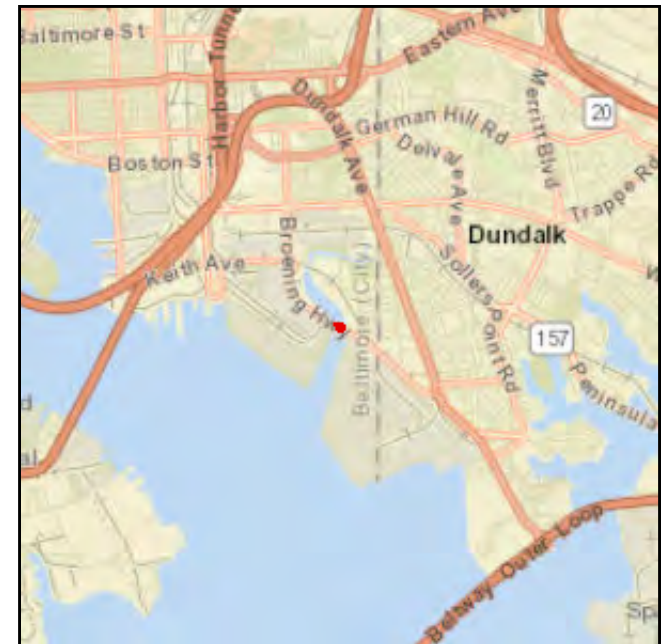
This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The Colgate Creek Bridge is a 1960s era bridge that connects major port terminals, Dundalk and Seagirt, to I-95 and I-695. The bridge currently operates under capacity due to deterioration from overweight freight traffic, and currently holds a structural rating of 4 out of 9 and a bridge sufficiency rating of 42.3 out of 100, indicating a pressing need for replacement. Only 2 out of 4 lanes on the bridge are open to traffic and it is weight restricted.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
Total	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500

Monroe Street Ramp over CSX and Russell Street over CSX

TIP ID	12-1801-13	Year of Operation	2031
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, .53 miles
CIP or CTP ID(s)	507-003	Est. Total Cost	\$31,400,000

Description:

This project will replace the bridges carrying the Monroe Street ramp and Russell Street over CSX (sufficiency ratings of 47.8 and 41.2). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street ramp bridge carries traffic from the southbound I-95 off ramp onto southbound MD 295. The Russell Street bridge carries traffic northbound and southbound into and out of Baltimore City to MD 295.

Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).

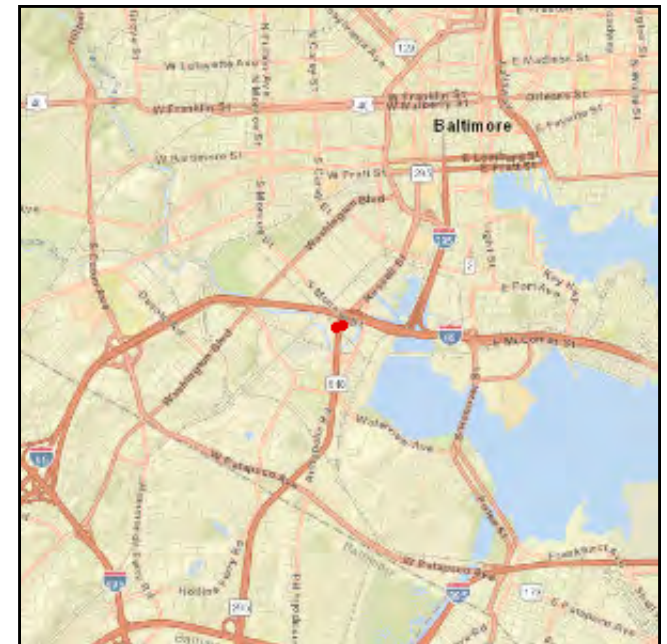
Justification:

The existing bridges are rated in poor condition and warrant replacement. The Monroe Street ramp bridge is geometrically inefficient and has resulted in numerous vehicle accidents. The Russell Street bridge carries over 46,000 vehicles per day and the structure is showing signs of deterioration. Both bridges carry vehicle traffic over CSX freight lines that connect the southeast United States with the northeast U.S. and the Maryland Ports of Baltimore.

As of 2023, both bridges are still in poor condition, with the foundations of the Russell Street bridge requiring corrective action in order to remain open to traffic.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Monroe Street Ramp over CSX and Russell Street over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$23,520	\$5,880	\$0	\$0	\$0	\$0	\$0	\$0	\$29,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$23,520	\$5,880	\$0	\$0	\$0	\$0	\$0	\$0	\$29,400
Total	\$23,520	\$5,880	\$0	\$0	\$0	\$0	\$0	\$0	\$29,400

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

TIP ID	12-2001-11	Year of Operation	2027
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 2,050 ft
CIP or CTP ID(s)	508-044	Est. Total Cost	\$12,900,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.

Estimated total cost revised from \$11.9M to \$12.9M based on updated construction cost estimates.

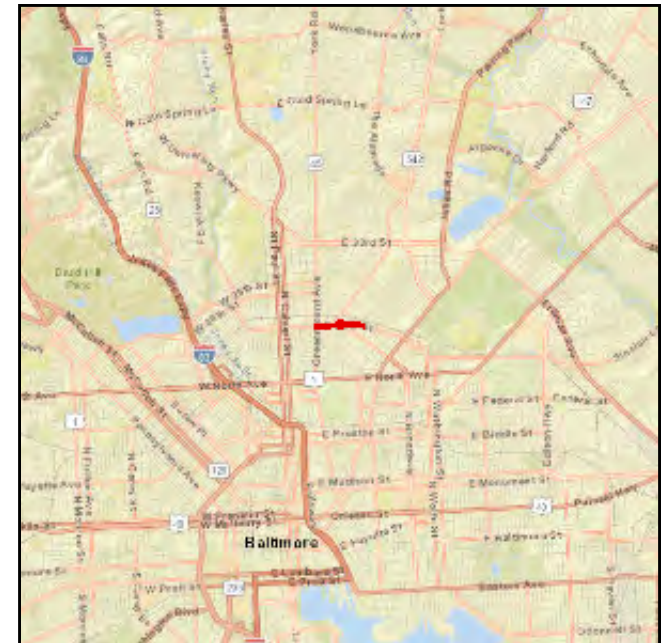
Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along 25th Street and provide improved accommodations for pedestrians and cyclists.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.D Improve Accessibility --Invest in separated bicycle/pedestrian facilities that link to activity centers and



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,120	\$2,280	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400
Total	\$9,120	\$2,280	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400

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

TIP ID	12-2002-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1,238 ft
CIP or CTP ID(s)	506-010	Est. Total Cost	\$19,550,000

Description:

The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout. As of 2024, the bridge will be rehabilitated; this is reflected in the estimated total cost of \$19.55 million. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

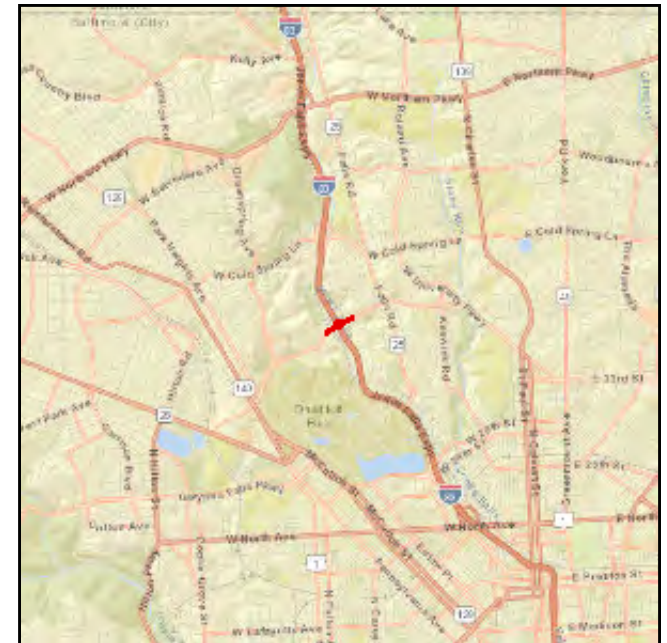
Justification:

The deteriorated bridge requires a rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 48.7.

Per the Bridge Inspection on 8/5/22, the bridge is now in Poor Condition and the sufficiency rating is 65.7.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,600	\$650	\$3,250	\$0	\$2,600	\$650	\$12,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,200	\$800	\$2,600	\$650	\$3,250	\$0	\$2,600	\$650	\$13,750
Total	\$3,200	\$800	\$2,600	\$650	\$3,250	\$0	\$2,600	\$650	\$13,750

Citywide Asset Management

TIP ID	12-2003-19	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	527-056	Est. Total Cost	\$2,200,000

Description:

This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management.

Justification:

The key drivers for the implementation of an asset management system are: (1) an aging infrastructure, (2) the need for service improvement at a reduced cost due to declining budgets and (3) an increased demand from the travelling public and communities.

Connection to Long-Range Transportation Planning Goals:

9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets.



**Citywide Asset Management**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$384	\$816	\$0	\$0	\$320	\$680	\$0	\$0	\$2,200
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$384	\$816	\$0	\$0	\$320	\$680	\$0	\$0	\$2,200
Total	\$384	\$816	\$0	\$0	\$320	\$680	\$0	\$0	\$2,200

Brehms Lane over Herring Run

TIP ID	12-2005-13	Year of Operation	2033
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 92 ft
CIP or CTP ID(s)	506-011	Est. Total Cost	\$6,500,000

Description:

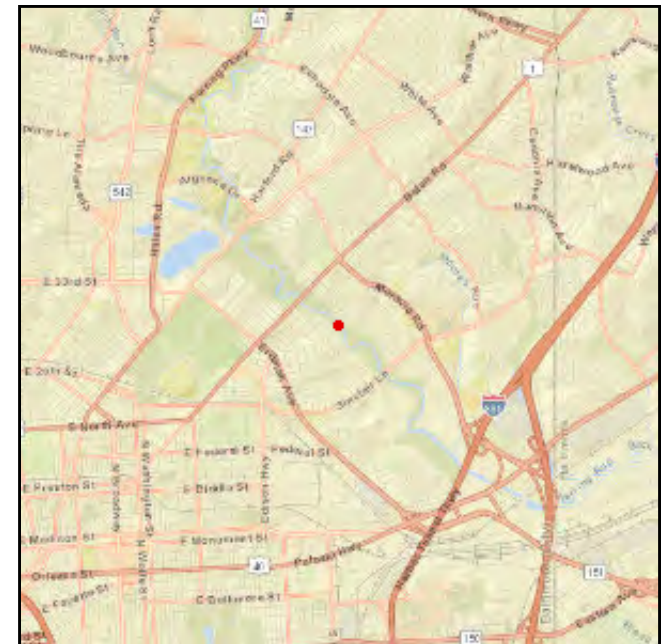
The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



**Brehms Lane over Herring Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,000	\$250	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$4,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,000	\$250	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$4,750
Total	\$1,000	\$250	\$1,000	\$250	\$1,000	\$250	\$800	\$200	\$4,750

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	Year of Operation	2028
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	Est. Total Cost	\$8,023,000

Description:

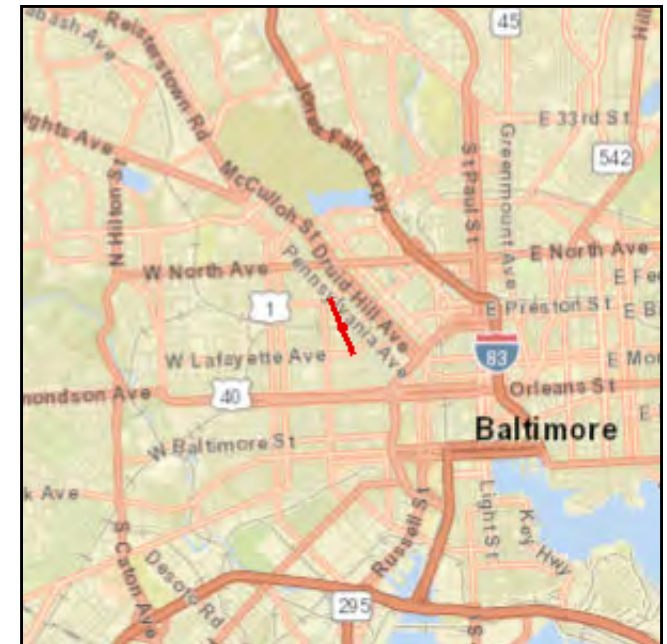
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$5,200	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,600	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
Total	\$5,600	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000

Hanover Street Over CSX

TIP ID	12-2008-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 375 ft
CIP or CTP ID(s)	506-519	Est. Total Cost	\$28,900,000

Description:

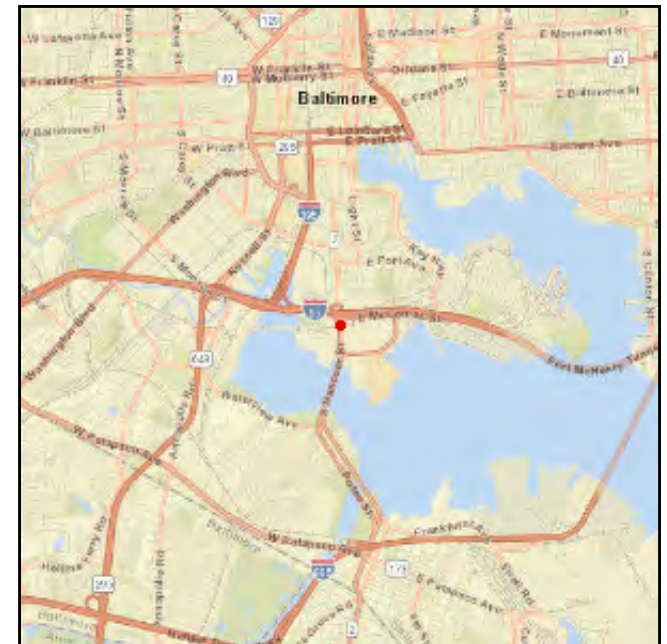
The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 51.7.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Hanover Street Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$3,280	\$0	\$3,280	\$820	\$3,280	\$820	\$3,280	\$820	\$15,580
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,015	\$185	\$3,280	\$820	\$3,280	\$820	\$3,280	\$820	\$16,500
Total	\$4,015	\$185	\$3,280	\$820	\$3,280	\$820	\$3,280	\$820	\$16,500

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

TIP ID	12-2009-13	Year of Operation	2035
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 979 ft
CIP or CTP ID(s)	506-009	Est. Total Cost	\$49,450,000

Description:

The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

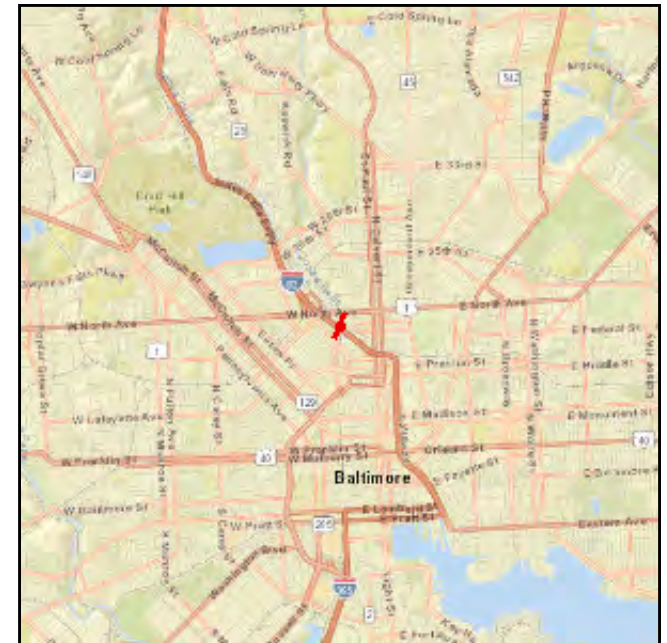
Justification:

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 44.6.

Per the Bridge Inspection on 3/19/22, the bridge has been classified in Fair Condition and has a sufficiency rating of 44.8.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$2,600	\$650	\$2,560	\$640	\$2,560	\$640	\$9,650
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,840	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,840	\$460	\$2,600	\$650	\$2,560	\$640	\$2,560	\$640	\$11,950
Total	\$1,840	\$460	\$2,600	\$650	\$2,560	\$640	\$2,560	\$640	\$11,950

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	Year of Operation	2028
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	Est. Total Cost	\$9,904,000

Description:

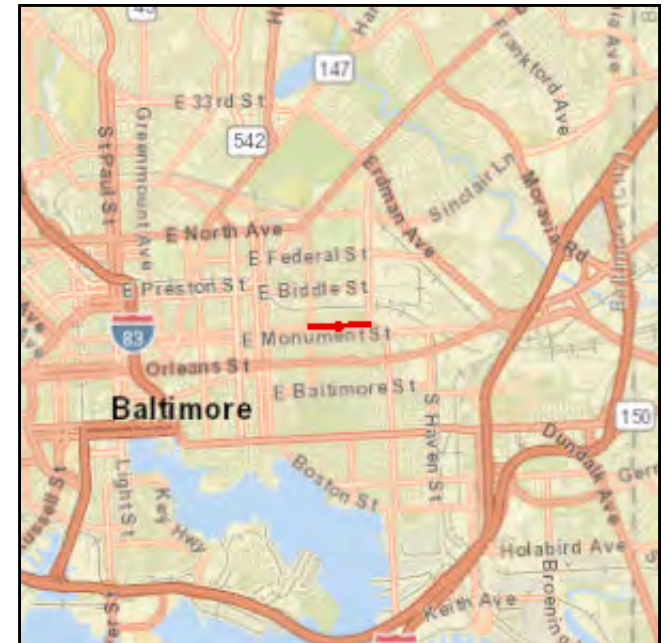
Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along Madison Street and provide improved pedestrian accommodations through shorter crossings.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

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

Phase	FY 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	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,800	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500
Total	\$6,800	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

TIP ID	12-2011-11	Year of Operation	2028
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 4100 ft
CIP or CTP ID(s)	508-046	Est. Total Cost	\$15,050,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

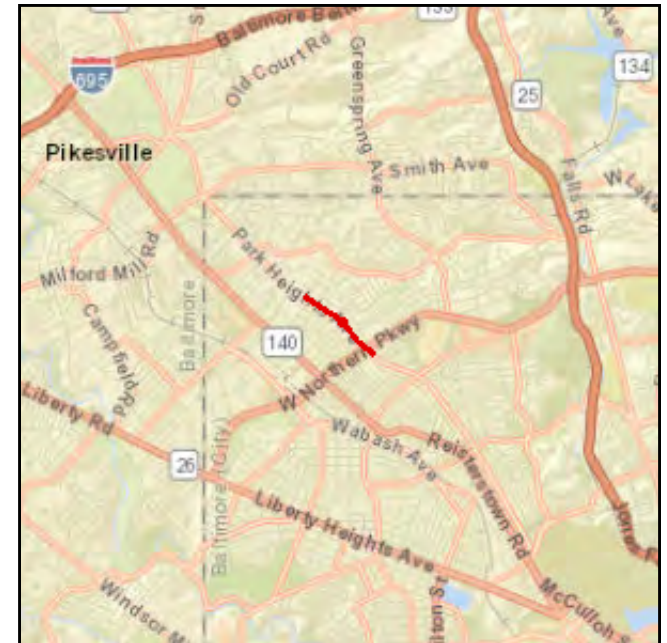
Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements will be included in the project.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$10,520	\$2,630	\$0	\$0	\$0	\$0	\$13,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$10,520	\$2,630	\$0	\$0	\$0	\$0	\$13,650
Total	\$400	\$100	\$10,520	\$2,630	\$0	\$0	\$0	\$0	\$13,650

West Patapsco Avenue from Magnolia Avenue to Potee Street

TIP ID	12-2012-11	Year of Operation	2029
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 4 lanes, 7,400 ft
CIP or CTP ID(s)	508-072	Est. Total Cost	\$22,650,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Existing travel lanes on the south side of the road will be converted to a shared use trail.

Engineering funds for preliminary design were appropriated in FY 2021. The estimated total cost revised from \$16.1M to \$22.65M based on updated construction cost estimate.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and bicycle access where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.D Improve Accessibility --Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

West Patapsco Avenue from Magnolia Avenue to Potee Street

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$16,800	\$4,200	\$0	\$0	\$0	\$0	\$21,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$16,800	\$4,200	\$0	\$0	\$0	\$0	\$21,500
Total	\$400	\$100	\$16,800	\$4,200	\$0	\$0	\$0	\$0	\$21,500

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

TIP ID	12-2013-11	Year of Operation	2027
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 3500 ft
CIP or CTP ID(s)	508-056	Est. Total Cost	\$7,650,000

Description:

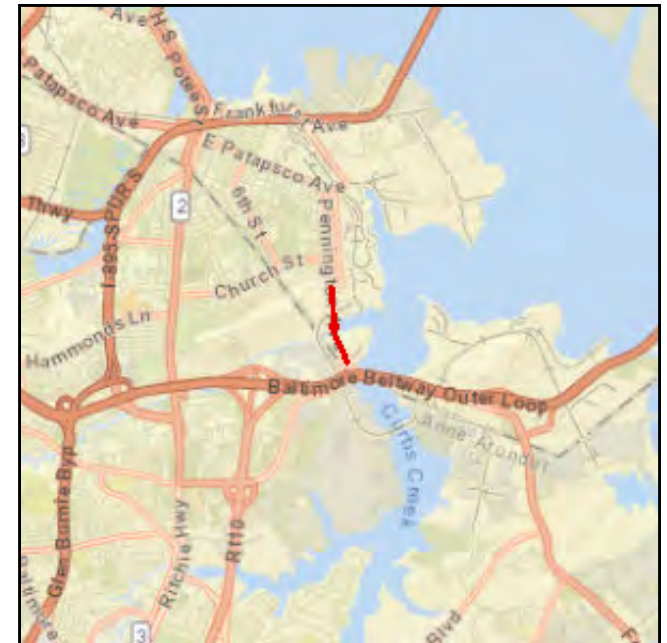
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks. Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety, and aesthetics.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

(Funding in Thousands)

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

Phase	FY 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	Total Four-Year Funding Request
CON	\$5,320	\$1,330	\$0	\$0	\$0	\$0	\$0	\$0	\$6,650
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,720	\$1,430	\$0	\$0	\$0	\$0	\$0	\$0	\$7,150
Total	\$5,720	\$1,430	\$0	\$0	\$0	\$0	\$0	\$0	\$7,150

Waterview Avenue over Ramp to 295

TIP ID	12-2015-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 75 ft
CIP or CTP ID(s)	506-007	Est. Total Cost	\$7,850,000

Description:

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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



**Waterview Avenue over Ramp to 295**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,148	\$287	\$400	\$100	\$288	\$72	\$3,552	\$888	\$6,735
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,148	\$287	\$400	\$100	\$288	\$72	\$3,552	\$888	\$6,735
Total	\$1,148	\$287	\$400	\$100	\$288	\$72	\$3,552	\$888	\$6,735

Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

TIP ID	12-2302-11	Year of Operation	2027
Agency	Baltimore City	Project Type	Facility rehabilitation
Project Category	Highway Preservation	Functional Class	Other Freeway & Expressways
Conformity Status	Exempt	Physical Data	6 lanes to 6 lanes, 2.1 miles
CIP or CTP ID(s)	508-164	Est. Total Cost	\$6,800,000

Description:

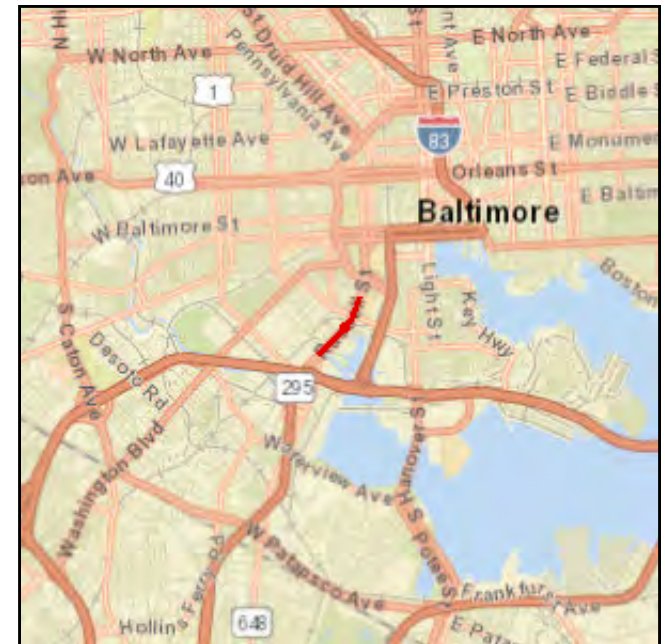
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking. Estimated total cost revised from \$5.4M to \$6.4M to reflect estimated construction cost.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. This work will improve road conditions along major routes leading to and from Baltimore, improving access and safety.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line**

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,120	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400
Total	\$5,120	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400

W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street

TIP ID	12-2401-03	Year of Operation	2030
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.6 miles
CIP or CTP ID(s)	508-162	Est. Total Cost	\$11,000,000

Description:

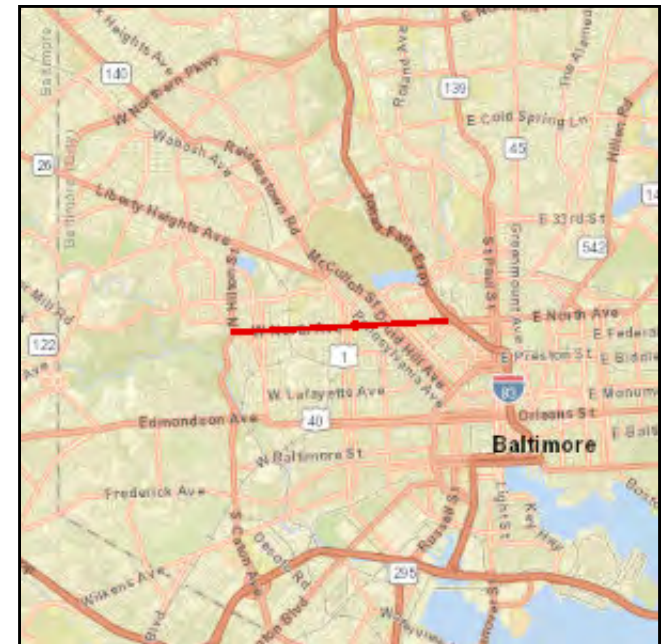
Pedestrian safety improvement work includes reconstruction of sidewalks, driveways, curb, gutter, pedestrian ramps, pedestrian signal APS/CPS, crosswalks (continental), pedestrian lighting in areas needed, and expanded tree pits with added tree to make this corridor ADA compliant and to create ADA compliant drainage systems at crosswalks. No capacity changes.

Justification:

Pedestrian safety improvements are necessary to comply with the provisions of the ADA, specifically as it relates to disabled road users.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street**

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500
Total	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500

Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard

TIP ID	12-2402-11	Year of Operation	2030
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	508-143	Est. Total Cost	\$16,500,000

Description:

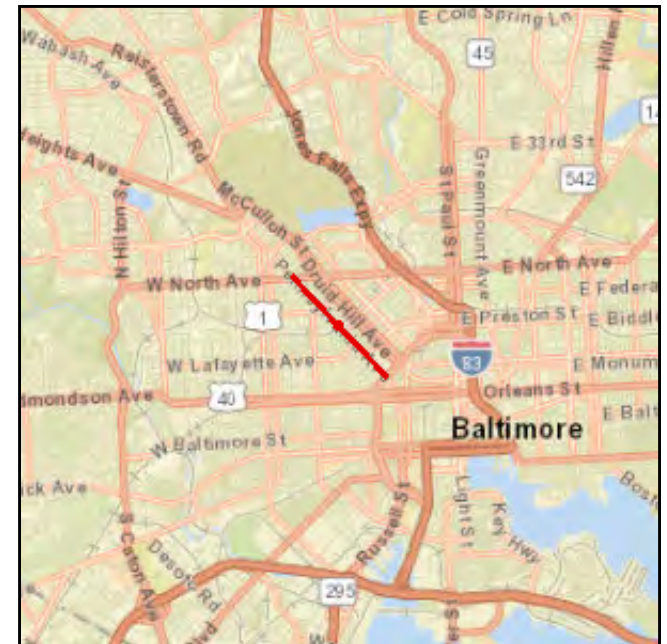
Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. This work will improve roadway conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &



**Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
Total	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700

25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street

TIP ID	12-2403-11	Year of Operation	2030
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-141	Est. Total Cost	\$18,900,000

Description:

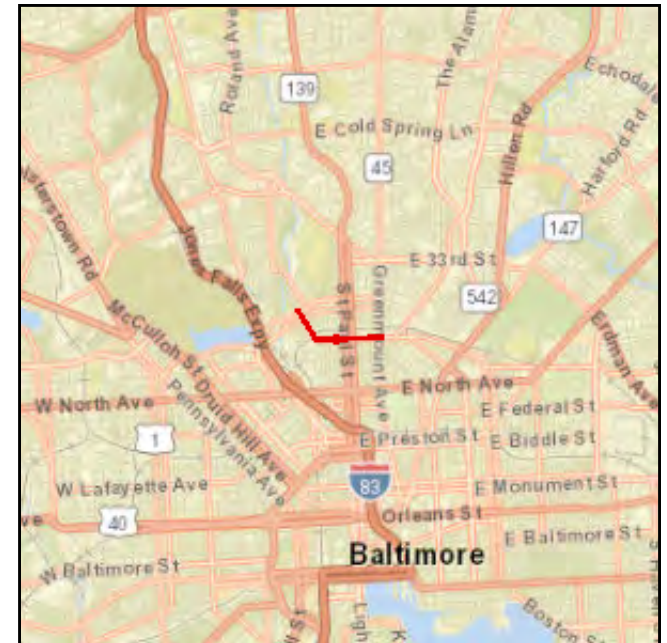
Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. The work will improve conditions along 25th Street and provide improved accommodations to pedestrians and cyclists.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.



**25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
Total	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700

Johnston Square Improvements

TIP ID	12-2404-11	Year of Operation	2030
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 10,400 feet
CIP or CTP ID(s)	508-145	Est. Total Cost	\$18,200,000

Description:

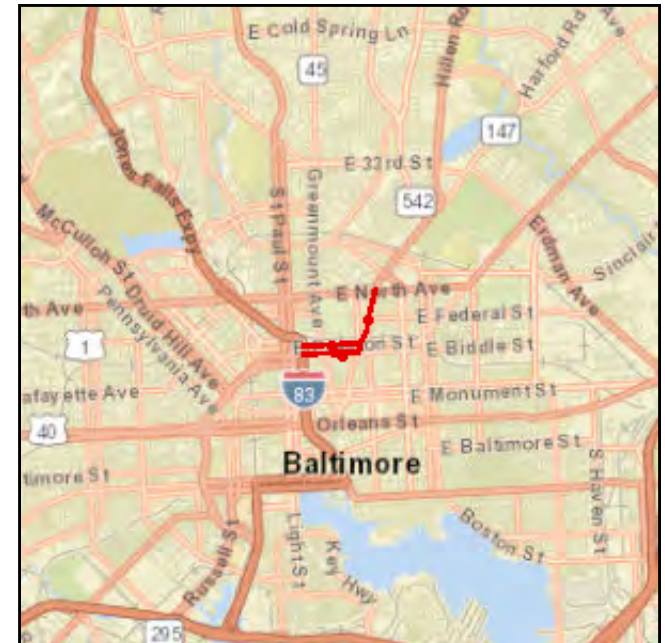
This project includes design and construction of roadway rehabilitation work of E. Preston Street and E. Biddle Street from Fallsway to N. Eden Street, Harford Avenue from E. Biddle Street to North Avenue and Valley Street from E. Chase Street to E. Biddle Street. Roadway rehabilitation, sidewalk improvements, street cycle track, removal/replacing sidewalks, curb and gutter, ADA ramps, driveways as necessary to make ADA compliant, pedestrian lighting/signal reconstruction as required, trees, tree pits, landscaping, flex posts, signing and pavement marking, enhanced crosswalks, pedestrian safety elements, street amenities, drainage improvements and stormwater management.

Justification:

In order to promote a true Main Street Corridor, walkability is essential for pedestrian safety. Traffic safety improvements, sidewalk improvements, and street cycle tracks in this corridor will increase public safety and perception of the area as a safe and desirable place to shop, live and play.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &



**Johnston Square Improvements**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$0	\$0	\$0	\$0	\$2,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$800	\$200	\$0	\$0	\$0	\$0	\$2,000
Total	\$800	\$200	\$800	\$200	\$0	\$0	\$0	\$0	\$2,000

Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue

TIP ID	12-2405-11	Year of Operation	2031
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 4,850 feet
CIP or CTP ID(s)	508-144	Est. Total Cost	\$11,500,000

Description:

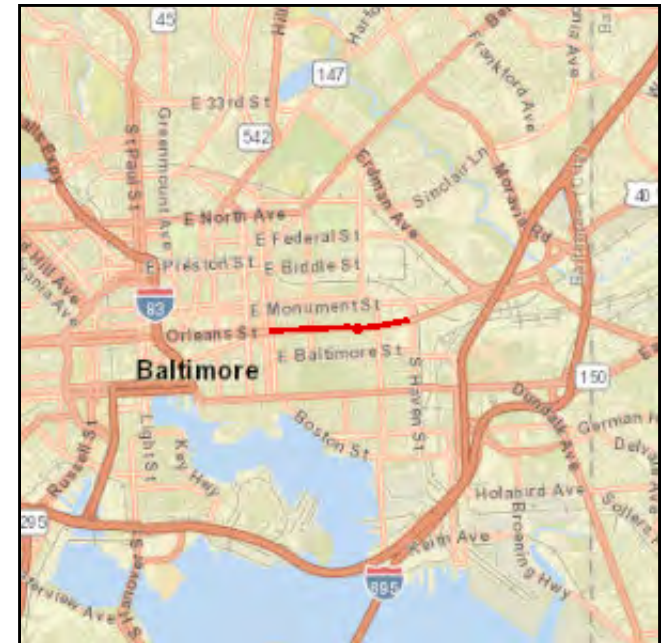
Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

Justification:

Roadways need to be repaired and maintained to halt the physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements are also included.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700
Total	\$960	\$240	\$400	\$100	\$0	\$0	\$0	\$0	\$1,700

Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)

TIP ID	12-2501-11	Year of Operation	2030
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2,200 feet, 4 to 4 lanes
CIP or CTP ID(s)	527-008	Est. Total Cost	\$8,800,000

Description:

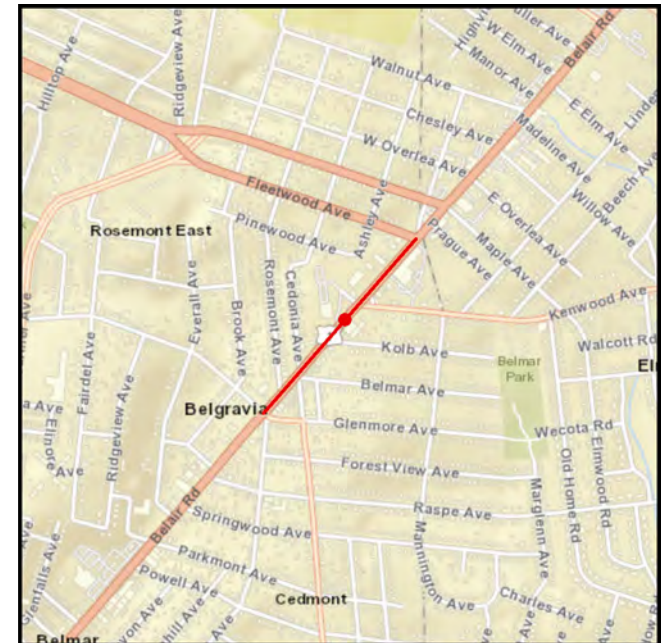
Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, landscaping, trees, new streetlights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.

Justification:

Belair Road is a high-speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$480	\$120	\$0	\$0	\$0	\$0	\$1,600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$480	\$120	\$0	\$0	\$0	\$0	\$1,600
Total	\$800	\$200	\$480	\$120	\$0	\$0	\$0	\$0	\$1,600

Keith Avenue Rehabilitation from Broening Highway to South Clinton Street

TIP ID	12-2502-11	Year of Operation	2031
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 5300 ft
CIP or CTP ID(s)	508-163	Est. Total Cost	\$9,500,000

Description:

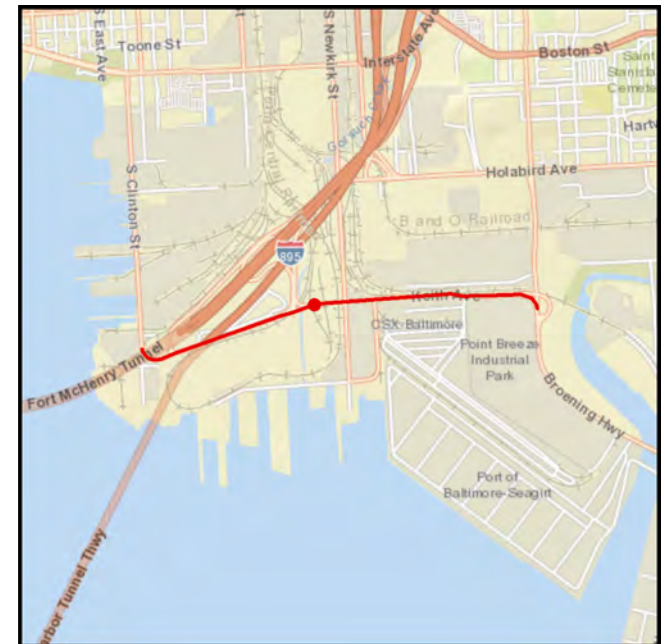
Roadway rehabilitation work includes concrete roadway slab replacement, concrete Type I and Type II repairs, base repair, traffic signal replacement, signage, pavement markings, curb and gutter replacement, streetlight fixture upgrades, inlet cleaning, drainage improvements, landscaping, and trees.

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety and aesthetics.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Keith Avenue Rehabilitation from Broening Highway to South Clinton Street

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500
Total	\$800	\$200	\$400	\$100	\$0	\$0	\$0	\$0	\$1,500

Russell Street Viaduct Bridge Replacement

TIP ID	12-2503-13	Year of Operation	2034
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes, 1269 feet
CIP or CTP ID(s)	506-020	Est. Total Cost	\$51,500,000

Description:

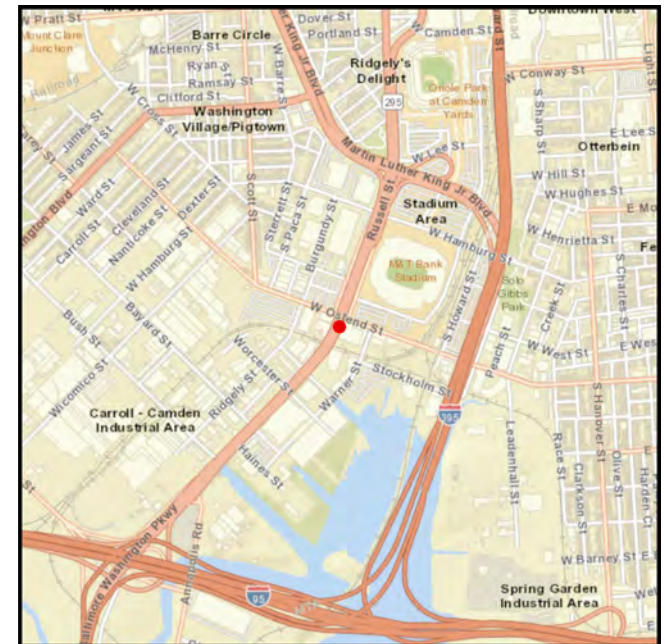
The existing 1,260-foot long bridge carries the Russell Street Viaduct over CSX & Ostend Street and was originally built in 1951 then reconstructed in 1981. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing bridge does not have sidewalks or pedestrian facilities. The new structure will include standard SHA and ADA compliant sidewalks.

Justification:

The bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 63.3.

Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and geographic boundaries



**Russell Street Viaduct Bridge Replacement**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$40,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,000	\$2,500	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$42,500
Total	\$10,000	\$2,500	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$42,500

Kelly Avenue Bridge Replacement

TIP ID	12-2504-13	Year of Operation	2032
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 789 feet
CIP or CTP ID(s)	506-023	Est. Total Cost	\$41,000,000

Description:

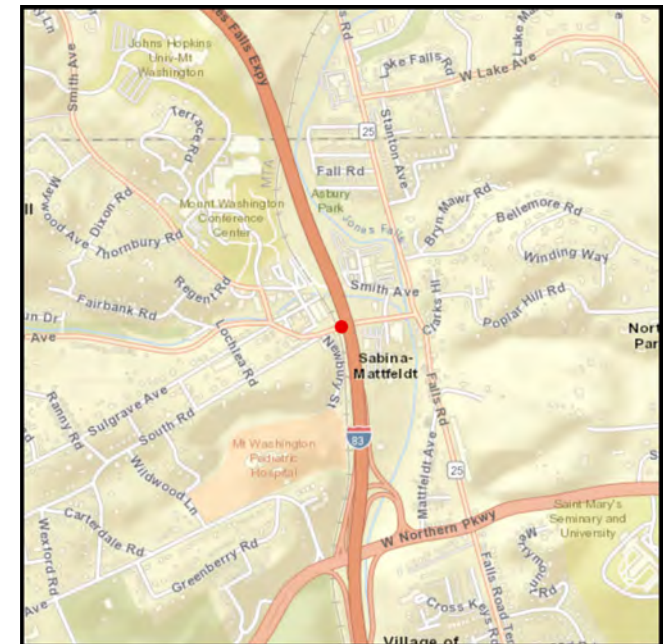
The existing 789-foot long bridge carries Kelly Avenue over I-83, MTA, and the Jones Falls and was originally built in 1925 then rehabilitated in 1979. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 47.5.

Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Kelly Avenue Bridge Replacement**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,600	\$400	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$32,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,200	\$800	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$34,000
Total	\$3,200	\$800	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$34,000

Hawkins Point Bridge over CSX Railroad

TIP ID	12-9903-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, .53 miles
CIP or CTP ID(s)	507-416	Est. Total Cost	\$28,753,000

Description:

This project involves the following:

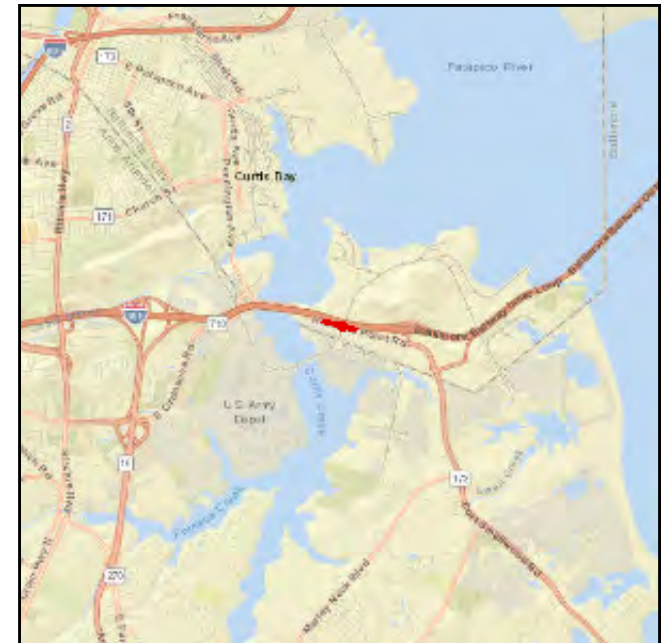
- 1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks.
 - 2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway.
 - 3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard.
 - 4) Stormwater management and reforestation of two acres east of the bridge.
- PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).

Justification:

Extensive deterioration of the bridge over several years warrants a total replacement. FHWA's guidelines recommend a total replacement for bridges with a sufficiency rating of less than 50%. The Hawkins Point bridge has a sufficiency rating of 33%.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.





Baltimore City

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Hawkins Point Bridge over CSX Railroad

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Total	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

Dogwood Road Bridge No. B-0072 Over Dogwood Run

TIP ID	13-0001-13	Year of Operation	2025
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P230	Est. Total Cost	\$3,225,000

Description:

This project is for the total replacement of the existing bridge. The new structure will carry two traffic lanes and one 3 foot shoulder and one 6 foot shoulder. The year of operation has been delayed from 2024 to 2025 due to delays in right of way acquisition.

Engineering funding was included in the FY 2013 TIP.

Justification:

Bridge No. B-0072 on Dogwood Road is a single span concrete arch structure in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. The bridge is posted for a 15 ton weight limit and is currently on a yearly inspection cycle. The structure had deteriorated beyond reasonable rehabilitation and is at the end of its service life and in need of total replacement.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$2,320	\$580	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,320	\$580	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900
Total	\$2,320	\$580	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900

Mohrs Lane Bridge No. B-0143 over CSX Railroad

TIP ID	13-0803-13	Year of Operation	2026
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 3 Lanes
CIP or CTP ID(s)	205P376	Est. Total Cost	\$14,600,000

Description:

This project will construct a new bridge carrying Mohrs Lane over the CSX rail line. The proposed bridge will accommodate 3 lanes of traffic and two 8 foot shoulders. In addition, Mohrs Lane will be widened for approximately 900' on the west approach and 400' on the east approach. The previous bridge was a single lane timber structure owned and maintained by CSX. Due to its deteriorated condition, the previous bridge was closed to traffic in 2007 and removed in 2011.

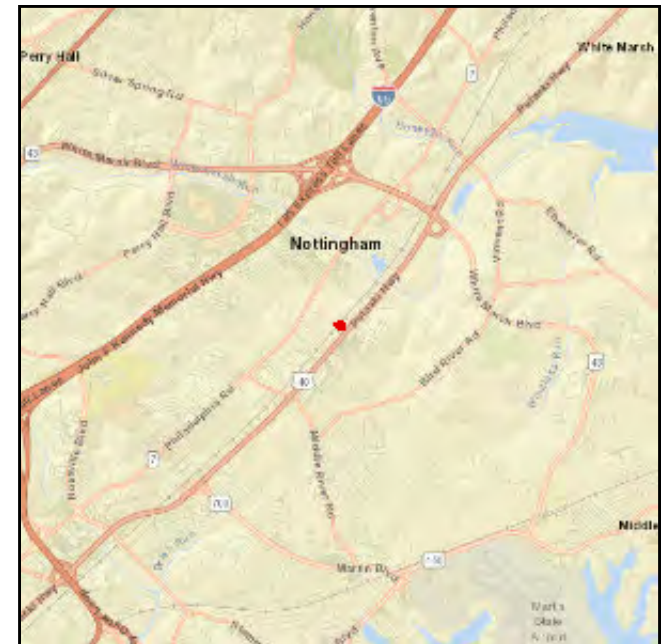
Engineering funds were included in FY 2013. This project has been delayed due to coordination issues with CSX and right of way acquisition.

Justification:

This replacement project will re-establish a vital link between MD 7 and US 40 and eventually become part of the overall Campbell Boulevard corridor. This corridor is needed for existing and planned development in this area of eastern Baltimore County.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$7,500	\$1,875	\$3,700	\$925	\$0	\$0	\$0	\$0	\$14,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,500	\$1,875	\$3,700	\$925	\$0	\$0	\$0	\$0	\$14,000
Total	\$7,500	\$1,875	\$3,700	\$925	\$0	\$0	\$0	\$0	\$14,000

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

TIP ID	13-1012-13	Year of Operation	2026
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P280	Est. Total Cost	\$6,300,000

Description:

This project includes replacing the deck and superstructure, and rehabilitation of the overall structure. The existing bridge has two 5-foot wide sidewalks and two 6-foot shoulders. The new structure will continue to have 5-foot sidewalks and 6-foot shoulders.

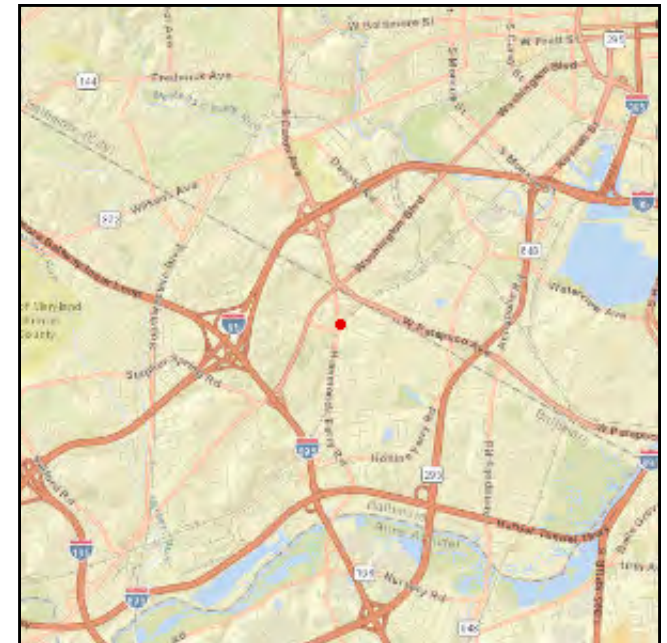
Engineering funds were included in FY 2013.

Justification:

Bridge No. B-0100 on Hammonds Ferry Road is a two span, steel girder bridge in poor condition per National Bridge Inspection Standard (NBIS) criteria. Remedial repairs have been undertaken to the superstructure as temporary actions. Replacing the superstructure and deck and rehabilitating the substructure will remove the poor rating from the bridge and provide an estimated 50+ years of service life.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$3,000	\$750	\$1,640	\$410	\$0	\$0	\$0	\$0	\$5,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$100	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$125
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,100	\$775	\$1,640	\$410	\$0	\$0	\$0	\$0	\$5,925
Total	\$3,100	\$775	\$1,640	\$410	\$0	\$0	\$0	\$0	\$5,925

Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

TIP ID	13-1105-13	Year of Operation	2028
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	207P279	Est. Total Cost	\$3,550,000

Description:

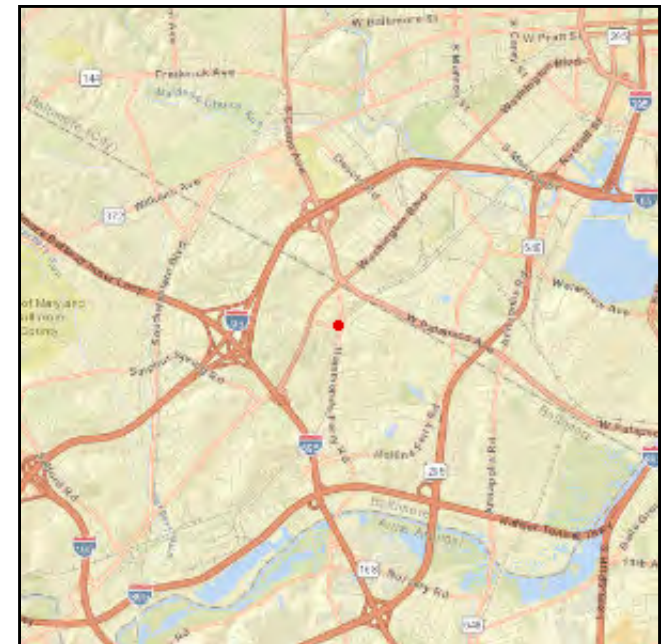
This project includes replacing the deck and superstructure and rehabilitation of the substructure. The existing structure carries 4 lanes of traffic and two 5-foot sidewalks. The proposed structure will maintain the same cross section.

Justification:

Bridge No. B-0110 on Lansdowne Boulevard is a two span, steel girder bridge rated in poor condition per National Bridge Inspection Standards (NBIS) criteria. Replacing the deck and superstructure and rehabilitating the substructure will remove the poor rating from the bridge and provide an estimated 50+ years of service life.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$600	\$150	\$1,300	\$325	\$0	\$0	\$2,375
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$250	\$63	\$300	\$75	\$0	\$0	\$0	\$0	\$688
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$250	\$63	\$900	\$225	\$1,300	\$325	\$0	\$0	\$3,063
Total	\$250	\$63	\$900	\$225	\$1,300	\$325	\$0	\$0	\$3,063

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

TIP ID	13-1107-13	Year of Operation	2029
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 Lanes
CIP or CTP ID(s)	207P237	Est. Total Cost	\$4,625,000

Description:

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

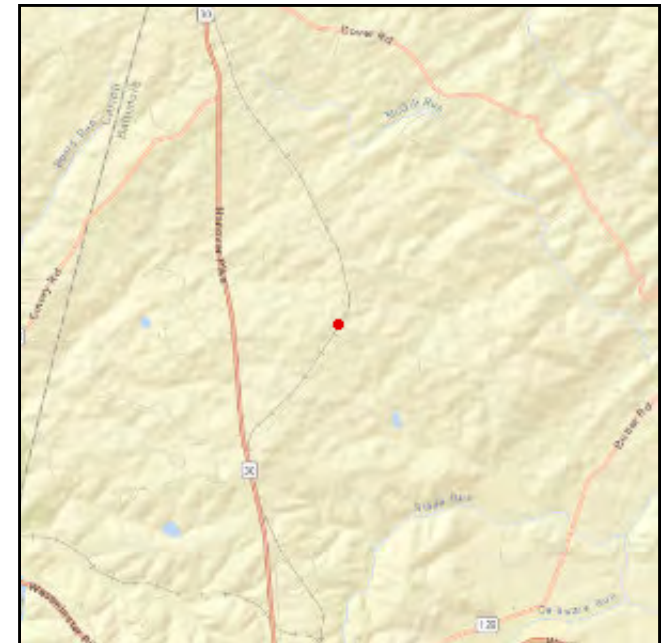
CSX currently owns and maintains the bridge. The County is initiating the process to transfer ownership from CSX to Baltimore County.

Justification:

Bridge No. B-0140 on Piney Grove Road is a three span, timber beam bridge in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. Both the deck and the substructure are rated poor. The bridge is posted for a weight restriction and is on a yearly inspection cycle.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$3,100	\$775	\$0	\$0	\$0	\$0	\$3,875
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$3,100	\$775	\$0	\$0	\$0	\$0	\$4,375
Total	\$400	\$100	\$3,100	\$775	\$0	\$0	\$0	\$0	\$4,375

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

TIP ID	13-1108-13	Year of Operation	2026
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	207P278	Est. Total Cost	\$19,000,000

Description:

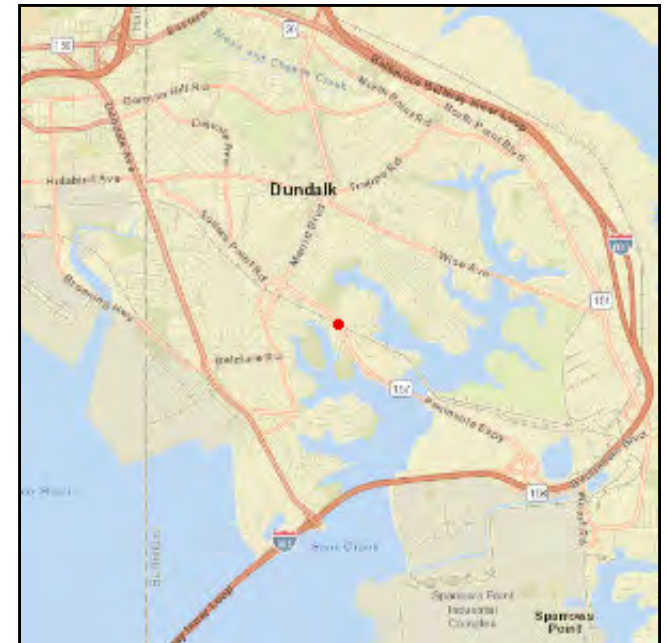
This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures currently have 3 foot wide shoulders on both sides. The new structures will contain 4 foot inside shoulders and 10 foot outside shoulders. No sidewalks will be included.

Justification:

Bridge No. B-0119 on Peninsula Expressway is a dual (one eastbound, one westbound), three span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. A pre-design study will be required to determine if the structures should be rehabilitated or totally replaced.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$7,200	\$1,800	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$18,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,400	\$1,850	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$18,250
Total	\$7,400	\$1,850	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$18,250

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

TIP ID	13-1208-13	Year of Operation	2027
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	207P002	Est. Total Cost	\$4,200,000

Description:

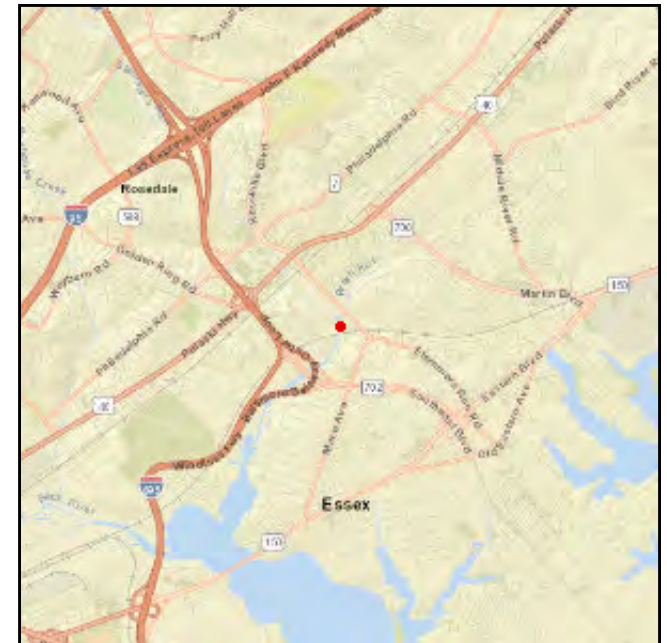
This project includes replacement of the bridge carrying Golden Ring Road over Stemmers Run. The proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks will be evaluated during preliminary design.

Justification:

Bridge No. B-0110 on Golden Ring Road is a single span, concrete arch bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The superstructure is rated poor per the NBIS condition ratings. The bridge has been closed to traffic due to the deteriorated condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,000	\$250	\$1,800	\$450	\$0	\$0	\$0	\$0	\$3,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,320	\$330	\$1,800	\$450	\$0	\$0	\$0	\$0	\$3,900
Total	\$1,320	\$330	\$1,800	\$450	\$0	\$0	\$0	\$0	\$3,900

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

TIP ID	13-1701-13	Year of Operation	2027
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	207P281	Est. Total Cost	\$5,600,000

Description:

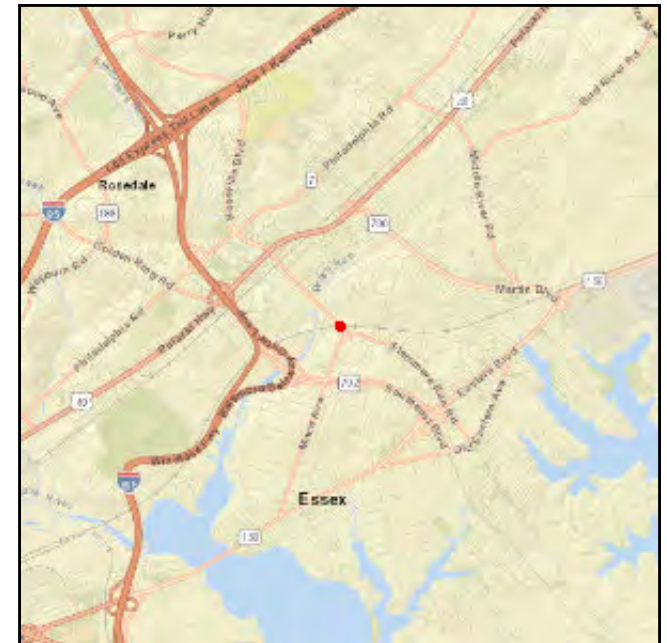
This project includes rehabilitation of the bridge carrying Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck. Shoulder widths will be evaluated during preliminary design.

Justification:

Bridge No. B-0132 on Rossville Boulevard is a four-span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The substructure is rated poor per NBIS condition ratings. A preliminary study will be necessary to determine if the existing bridge can be rehabilitated or if a total replacement is necessary.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$3,840	\$960	\$0	\$0	\$0	\$0	\$4,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$500	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$625
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$500	\$125	\$3,840	\$960	\$0	\$0	\$0	\$0	\$5,425
Total	\$500	\$125	\$3,840	\$960	\$0	\$0	\$0	\$0	\$5,425

Bridge Inspection Program

TIP ID	13-8901-14	Year of Operation	Ongoing
Agency	Baltimore County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$6,500,000

Description:

This project includes countywide inspection of all bridges as federally mandated as well as review of countywide bridge inspection reports.

Justification:

This is a federally mandated federal-aid program requiring routine inspection of all bridges over 20 feet every two years. Interim, post-flood and special inspections, scour evaluations, and load rating investigations are also part of this project.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new



**Bridge Inspection Program**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,200	\$0	\$0	\$0	\$3,300	\$0	\$6,500
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,200	\$0	\$0	\$0	\$3,300	\$0	\$6,500
Total	\$0	\$0	\$3,200	\$0	\$0	\$0	\$3,300	\$0	\$6,500

Stone Chapel Road Bridge over Little Pipe Creek

TIP ID	14-1103-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,805,000

Description:

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 27'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds are to complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Stone Chapel Road Bridge over Little Pipe Creek**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,004	\$251	\$0	\$0	\$0	\$0	\$0	\$0	\$1,255
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,004	\$251	\$0	\$0	\$0	\$0	\$0	\$0	\$1,255
Total	\$1,004	\$251	\$0	\$0	\$0	\$0	\$0	\$0	\$1,255

Gaither Road Bridge over South Branch Patapsco River

TIP ID	14-1602-13	Year of Operation	2029
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,464,000

Description:

This project includes rehabilitation of the existing bridge with a new superstructure (type TBD) to provide efficient access for local traffic and emergency service vehicles. The bridge geometry and lane configuration will be determined during initial design.

Justification:

The replacement of the superstructure will provide a long-term solution to the issues associated with an Acrow panel structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Gaither Road Bridge over South Branch Patapsco River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$371	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$463
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$371	\$92	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,463
Total	\$371	\$92	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,463

McKinstry's Mill Road Bridge over Sam's Creek

TIP ID	14-1603-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,465,000

Description:

This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 36'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-6" to 3'-2".

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$732	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$915
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$732	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$915
Total	\$732	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$915

Hughes Shop Road Bridge over Bear Branch

TIP ID	14-1802-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,079,000

Description:

This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 50'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Hughes Shop Road Bridge over Bear Branch**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,223	\$305	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,223	\$305	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528
Total	\$1,223	\$305	\$0	\$0	\$0	\$0	\$0	\$0	\$1,528

Old Kays Mill Road Culvert over Beaver Run

TIP ID	14-2101-13	Year of Operation	2029
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,411,000

Description:

This project includes replacement of a 3-cell riveted steel structure plate pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The existing bridge is rated in poor condition. However, progression of defects continues. The original structure was constructed in 1974 and is nearing its life end. A replacement will address the condition issues and any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Old Kays Mill Road Culvert over Beaver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$456	\$114	\$0	\$0	\$570
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$456	\$114	\$0	\$0	\$570
Total	\$0	\$0	\$0	\$0	\$456	\$114	\$0	\$0	\$570

Brown Road Culvert over Roaring Run

TIP ID	14-2102-13	Year of Operation	2029
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,366,000

Description:

This project includes replacement of a 3-cell corrugated steel pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Engineering funds were programmed in FY24.

Justification:

The overall condition of the existing structure is poor. The inspection report recommends replacement. A replacement will address the condition issues and any functional obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Brown Road Culvert over Roaring Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,436	\$359	\$1,795
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$1,436	\$359	\$1,795
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$1,436	\$359	\$1,795

McKinstry's Mill Road over Little Pipe Creek

TIP ID	14-2103-13	Year of Operation	2027
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,153,000

Description:

This project includes replacement of a single span steel beam bridge. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The overall condition of the existing structure is poor. A replacement will address the condition issues and any functional obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,349	\$337	\$0	\$0	\$1,686
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$373	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$466
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$373	\$93	\$0	\$0	\$1,349	\$337	\$0	\$0	\$2,152
Total	\$373	\$93	\$0	\$0	\$1,349	\$337	\$0	\$0	\$2,152

Patapsco Road Bridge over East Branch Patapsco River

TIP ID	14-2201-13	Year of Operation	2025
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,381,000

Description:

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new bridge will be a single span, 42'-0" long, adjacent prestressed concrete slab bridge with two 10' travel lanes and two 2'-4" shoulders.

Engineering for this project was funded in FY 23. The total cost of this project increased from \$1,869,000 to \$1,932,000 in 2023 to account for funds approved by FHWA and for escalating the construction cost to the anticipated year of construction.

Justification:

The existing bridge is rated in poor condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Patapsco Road Bridge over East Branch Patapsco River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,442	\$355	\$0	\$0	\$0	\$0	\$0	\$0	\$1,797
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,442	\$355	\$0	\$0	\$0	\$0	\$0	\$0	\$1,797
Total	\$1,442	\$355	\$0	\$0	\$0	\$0	\$0	\$0	\$1,797

Woodbine Road over South Branch Patapsco River

TIP ID	14-2501-13	Year of Operation	2030
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 lanes to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$6,688,000

Description:

This project includes replacement of the existing 2-span bridge. The new bridge will be a single span bridge (type TBD) with two travel lanes (one in each direction) and two shoulders. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The existing bridge is rated in fair condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Woodbine Road over South Branch Patapsco River**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$897	\$224	\$0	\$0	\$0	\$0	\$1,121
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$897	\$224	\$0	\$0	\$0	\$0	\$1,121
Total	\$0	\$0	\$897	\$224	\$0	\$0	\$0	\$0	\$1,121

Bridge Inspection Program

TIP ID	14-9401-14	Year of Operation	Ongoing
Agency	Carroll County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,590,000

Description:

This project includes a field inspection of 135 county owned and maintained structures and completion and submittal of inspection reports to county and state agencies for each structure.

The escalated total cost has been updated from \$1,390,000 to \$1,510,000 in 2023 to account for escalation and inflation. The escalated total cost has been updated from \$1,510,000 in 2024 to \$1,590,000 to account for escalation and inflation.

Justification:

This project ensures compliance with the National Bridge Inspection Program, preserves highway infrastructure, and maintains safety.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new



**Bridge Inspection Program**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$815	\$0	\$815
OTH	\$0	\$0	\$775	\$0	\$0	\$0	\$0	\$0	\$775
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$775	\$0	\$0	\$0	\$815	\$0	\$1,590
Total	\$0	\$0	\$775	\$0	\$0	\$0	\$815	\$0	\$1,590

Aberdeen Transit Oriented Development Station Square Project

TIP ID	15-2405-55	Year of Operation	2030
Agency	Harford County	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,000,000

Description:

The Aberdeen TOD Station Square project includes: 1) acquisition & demo of an existing gas station, 2) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & switchback, 3) construction of a new ADA compliant pedestrian underpass with terraced plazas and sidewalks, and 4) New bus bays to accommodate Harford Transit LINK and MTA buses. The City of Aberdeen was awarded a FY 2023 FTA Congressionally Directed Community Project allocation of \$4.0 million for the TOD Station Square Project, Phase I that includes updated cost estimates, meeting the NEPA requirements, acquisition, demolition, and preliminary geotechnical and environmental studies. The TOD Station Square Project complements Amtrak's proposed investment in 2030 of \$5.0 million to the Train Station to improve their existing infrastructure and meet ADA requirements.

Justification:

The TOD Station Square Project is in the state-designated TOD Area & was included in the 2012 Aberdeen TOD Master Plan. The TOD Master Plan ID's short, mid, & long term improvements to remove the physical barriers, improve safety, & provides access to a multi-modal transportation facility that enhances TOD. Benefits include: 1) removing a physical barrier separating areas of vulnerable population from transit and transportation services, employment, education, and other services, 2) reconnects the historic East/West side of the City, 3) improves the physical conditions for individuals with mobility impairments, 4) stimulates TOD & mixed-use development in the TOD area, Opportunity Zone, HUB Zone, and Enterprise Zone, & attract developers for public-private partnerships, 5) reduce vehicle dependency & expand passenger ridership of local & regional rail & public transport.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 7.C Promote Prosperity & Econ. Ops -- Concentrate transportation investments in state and local designated growth areas.



**Aberdeen Transit Oriented Development Station Square Project**

(Funding in Thousands)

Reconnecting Communities and Neighborhoods Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Woodley Road Extension to MD 715

TIP ID	15-2403-14	Year of Operation	2027
Agency	Harford County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Minor Collector
Conformity Status	Not Exempt	Physical Data	0 to 2 lanes, 1000 feet
CIP or CTP ID(s)	H204523	Est. Total Cost	\$22,250,000

Description:

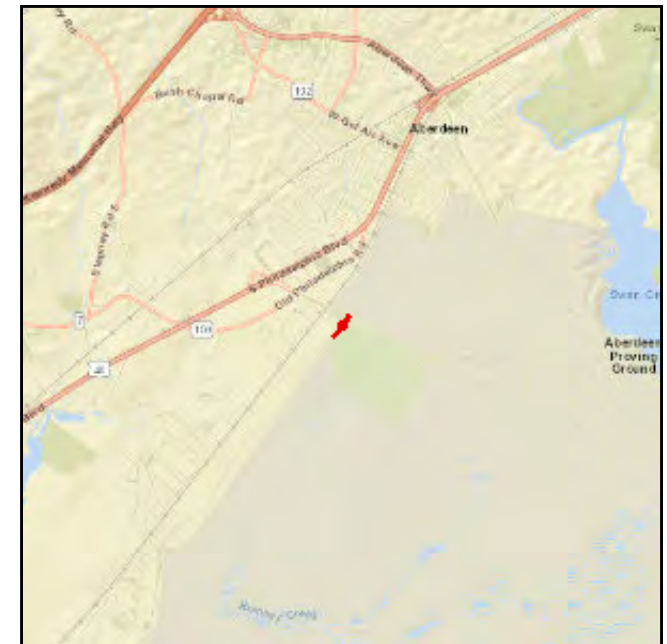
This project will provide a connection from MD 715 to the existing terminus of Woodley Road. The proposed connection to MD 715 will provide a critical second access to the area. The majority of this road (approximately 11,100 feet) has already been constructed by the Eastgate development, leaving approximately 1,000 feet of road to complete the connection.

Justification:

Currently, the only connection into the Perryman peninsula, south of the Amtrak railroad is by way of the Chelsea Road bridge and MD 159. In the event of any emergencies along MD 159 or the Amtrak bridge, there will be no way of accessing the Sod Run Sewage Treatment Plant or the eight large warehouses in the area. Additionally, traffic volumes along MD 159 will continue to increase with ongoing development, further exasperating delays along the connections to US 40.

Connection to Long-Range Transportation Planning Goals:

4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming



**Woodley Road Extension to MD 715**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$4,000	\$0	\$6,000	\$0	\$0	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$4,000	\$0	\$6,000	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$4,000	\$0	\$6,000	\$0	\$0	\$0	\$0	\$10,000

Perryman Access - Mitchell Lane

TIP ID	15-2502-14	Year of Operation	2031
Agency	Harford County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	0 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,000,000

Description:

This project is for the construction of a new road and bridge that will connect US 40 in the vicinity of Mitchell Lane to the northern side of the Perryman peninsula. The project will be the main access for the residential on the western side of Perryman and to the north of the Amtrak railroad tracks. The County's portion of the project will extend 1/2 miles north of the US 40 intersection.

Justification:

This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming



**Perryman Access - Mitchell Lane**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
Subtotal	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$2,000
Total	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$2,000

Abingdon Road Bridge #169 over CSX Railroad

TIP ID	15-1001-13	Year of Operation	2026
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H104501	Est. Total Cost	\$19,030,000

Description:

This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Five foot shoulders are planned on both sides of the bridge.

Engineering funds through NEPA approval and structural approval were authorized in FY 2021.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies that include substandard railings and curbs, a deteriorating deck and deteriorating beams. Per 2021 HOI, the bridge is considered to be in overall serious (3)/poor (4) condition, no additional restrictions have been added to the structure.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



**Abingdon Road Bridge #169 over CSX Railroad**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$14,120	\$3,530	\$0	\$0	\$0	\$0	\$0	\$0	\$17,650
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,200	\$3,550	\$0	\$0	\$0	\$0	\$0	\$0	\$17,750
Total	\$14,200	\$3,550	\$0	\$0	\$0	\$0	\$0	\$0	\$17,750

Glenville Road Bridge #30 over Mill Brook

TIP ID	15-1601-13	Year of Operation	2028
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)	H164501	Est. Total Cost	\$3,260,000

Description:

This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Bridge will consist of 2-10 foot lanes and three foot shoulders are planned on both sides of the road.

Engineering funds through NEPA were authorized in FY 2021.

Justification:

The existing bridge is a single lane, steel beam, concrete deck structure. The existing concrete deck, exterior beams, and wingwalls are severely deteriorated and there is evidence of scour under the western abutment. The overall bridge rating is poor.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Glenville Road Bridge #30 over Mill Brook**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,480	\$370	\$0	\$0	\$1,850
OTH	\$0	\$0	\$0	\$0	\$120	\$30	\$0	\$0	\$150
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$0	\$0	\$1,600	\$400	\$0	\$0	\$2,400
Total	\$320	\$80	\$0	\$0	\$1,600	\$400	\$0	\$0	\$2,400

Grier Nursery Road Bridge #43 over Deer Creek

TIP ID	15-2001-13	Year of Operation	2028
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H204520	Est. Total Cost	\$5,700,000

Description:

This project includes replacement of the entire superstructure for the Grier Nursery Road bridge over Deer Creek. The bridge will not include sidewalks but will include shoulders (width TBD during engineering).

Engineering funds through NEPA were authorized in fall 2020. FY 2024 engineering funds are for completion of final design to advertise.

Justification:

The deck is in poor condition. The project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$1,680	\$420	\$1,680	\$420	\$0	\$0	\$4,200
OTH	\$0	\$0	\$120	\$30	\$120	\$30	\$0	\$0	\$300
ENG	\$160	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$1,800	\$450	\$1,800	\$450	\$0	\$0	\$4,700
Total	\$160	\$40	\$1,800	\$450	\$1,800	\$450	\$0	\$0	\$4,700

Hookers Mill Road Bridge #13 over Bynum Run

TIP ID	15-2002-13	Year of Operation	2028
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H204521	Est. Total Cost	\$3,750,000

Description:

This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include a 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders. 5-foot sidewalks will be placed directly behind the curb on both sides of Hookers Mill Road. The bridge section will be evaluated during preliminary design to determine if a sidewalk will be placed on one or both sides of the bridge.

Engineering funds were authorized in FY 2021. FY 2023 engineering funds are for the completion of final design.

Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The Current bridge is rated poor.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$2,000	\$500	\$0	\$0	\$2,500
OTH	\$0	\$0	\$0	\$0	\$120	\$30	\$0	\$0	\$150
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$0	\$0	\$2,120	\$530	\$0	\$0	\$3,150
Total	\$400	\$100	\$0	\$0	\$2,120	\$530	\$0	\$0	\$3,150

Madonna Road Bridge #113 over Deer Creek

TIP ID	15-2101-13	Year of Operation	2030
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)	H214505	Est. Total Cost	\$3,050,000

Description:

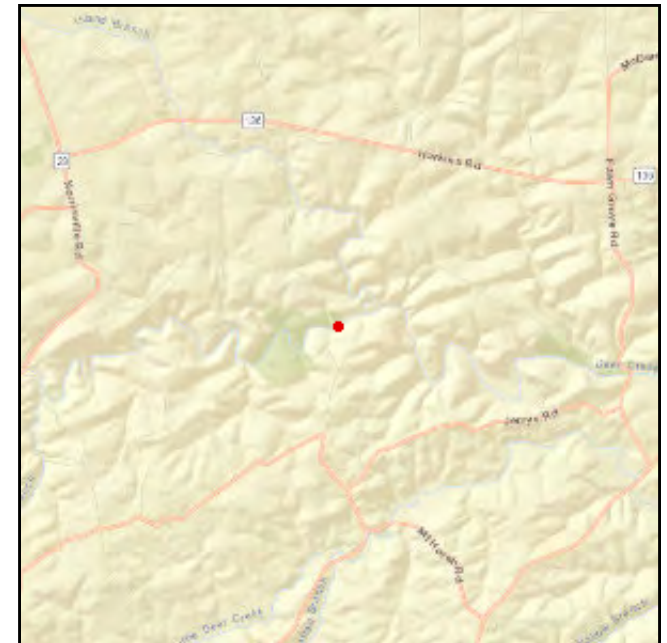
This project includes replacement of the entire bridge that carries Madonna Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering).

Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Madonna Road Bridge #113 over Deer Creek**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$500	\$2,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$30	\$150
ENG	\$0	\$0	\$320	\$80	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$320	\$80	\$0	\$0	\$2,120	\$530	\$3,050
Total	\$0	\$0	\$320	\$80	\$0	\$0	\$2,120	\$530	\$3,050

St. Clair Bridge Road Bridge #100 over Deer Creek

TIP ID	15-2102-13	Year of Operation	2030
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	HNE4509	Est. Total Cost	\$2,725,000

Description:

This project includes replacement of the deck of the bridge carrying St. Clair Bridge Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). Previous cost only included preliminary design. This cost includes design and construction costs.

Justification:

The bridge deck is rated in fair condition and posted 63k SUV/80k CUV. It is being replaced now to extend the useful life of the bridge and to avoid a full replacement. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$320	\$80	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$25	\$0	\$0	\$25
Subtotal	\$320	\$80	\$320	\$80	\$0	\$25	\$0	\$0	\$825
Total	\$320	\$80	\$320	\$80	\$0	\$25	\$0	\$0	\$825

Stafford Road Bridge #162 over Buck Branch

TIP ID	15-2103-13	Year of Operation	2030
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H234504	Est. Total Cost	\$1,825,000

Description:

This project includes replacement of the deck of the bridge carrying Stafford Road over Buck Branch. The scope of work includes replacement of the superstructure as the superstructure is rated in fair condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous cost only included preliminary design. This cost includes design and construction costs. The estimated total cost has been updated to reflect the full scope of work.

Justification:

The deck is in poor condition and the superstructure is in fair condition. The bridge is posted 63k SUV/80k CUV. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Stafford Road Bridge #162 over Buck Branch**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$25
Subtotal	\$320	\$80	\$0	\$25	\$0	\$0	\$0	\$0	\$425
Total	\$320	\$80	\$0	\$25	\$0	\$0	\$0	\$0	\$425

Trappe Church Road Bridge #161 over Hollands Branch

TIP ID	15-2104-13	Year of Operation	2029
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H224503	Est. Total Cost	\$2,500,000

Description:

This project includes full replacement of the bridge carrying Trappe Church Road over Hollands Branch. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The Estimated Total Cost has increased \$700,000 as a result of the addition final design costs and to accurately reflect the County's Capital Improvement Program.

Justification:

The deck, superstructure, and substructure are all in poor condition. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,280	\$320	\$1,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$30	\$150
ENG	\$320	\$80	\$0	\$0	\$280	\$70	\$0	\$0	\$750
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$0	\$0	\$280	\$70	\$1,400	\$350	\$2,500
Total	\$320	\$80	\$0	\$0	\$280	\$70	\$1,400	\$350	\$2,500

Moores Road Bridge #78 over a tributary to Gunpowder Falls

TIP ID	15-2201-13	Year of Operation	2029
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	HNE4507	Est. Total Cost	\$2,500,000

Description:

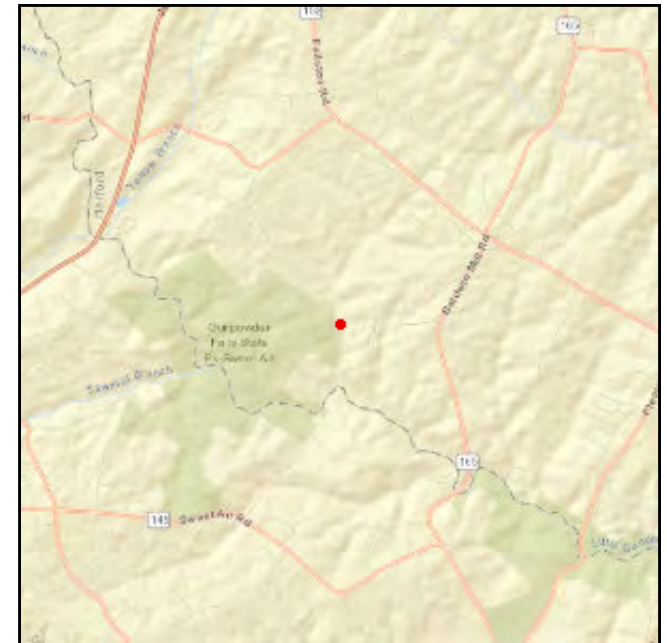
This project includes replacement of the entire structure carrying Moores Road over a tributary to Gunpowder Falls. The inclusion of sidewalks and shoulders will be determined during engineering. The project also includes realignment of the approach roadways for improved safety.

Justification:

The existing bridge is situated on a sharp curve and is very narrow. The wingwalls, deck and beams are deteriorating. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition and is posted 22k SUV/35k CUV

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Moores Road Bridge #78 over a tributary to Gunpowder Falls**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$300	\$1,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$30	\$150
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Subtotal	\$320	\$80	\$0	\$50	\$0	\$0	\$1,320	\$330	\$2,100
Total	\$320	\$80	\$0	\$50	\$0	\$0	\$1,320	\$330	\$2,100

Hess Road Bridge #81 over Yellow Branch

TIP ID	15-2202-13	Year of Operation	2029
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$850,000

Description:

This project includes replacement of bridge #81 carrying Hess Road over Yellow Branch. Shoulders will be included as part of the bridge replacement (width to be determined during preliminary engineering). Sidewalks will not be included on the bridge.

The estimated total cost includes only the cost of engineering and will be updated when the scope of work is fully defined.

Justification:

The existing bridge is narrow and has a deteriorated deck and beams. The current bridge is rated in fair condition and bridge is posted 51k SUV/80k CUV.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Hess Road Bridge #81 over Yellow Branch**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$320	\$80	\$320	\$80	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50
Subtotal	\$0	\$0	\$320	\$80	\$320	\$80	\$0	\$50	\$850
Total	\$0	\$0	\$320	\$80	\$320	\$80	\$0	\$50	\$850

Cullum Road Bridge #12 over Tributary of James Run

TIP ID	15-2401-13	Year of Operation	2031
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$725,000

Description:

This project will be for the rehabilitation of the Cullum Road Bridge #12 over tributary to James Run. The project is to replace the bridge superstructure which currently consists of bituminous concrete filled corrugated metal deck supported with steel beams.

Justification:

The project is necessary due to the deterioration of the bridge deck and steel beams, and is eligible for federal funding. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Cullum Road Bridge #12 over Tributary of James Run**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$280	\$70	\$280	\$70	\$0	\$0	\$700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25	\$25
Subtotal	\$0	\$0	\$280	\$70	\$280	\$70	\$0	\$25	\$725
Total	\$0	\$0	\$280	\$70	\$280	\$70	\$0	\$25	\$725

Chestnut Hill Road Bridge #41

TIP ID	15-2402-13	Year of Operation	2031
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$600,000

Description:

This project will replace the existing bridge on Chestnut Hill Road over Cabbage Branch. The current structure is a single lane bridge is posted at 25,000 lbs for a single unit vehicle and 46,000 lbs for combination vehicles. The new bridge would eliminate posting and provide a new two lane bridge.

Justification:

This project is necessary due to the deterioration of the bridge deck and steel beams, and is eligible for federal funding. The project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Chestnut Hill Road Bridge #41**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$240	\$60	\$240	\$60	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$240	\$60	\$240	\$60	\$600
Total	\$0	\$0	\$0	\$0	\$240	\$60	\$240	\$60	\$600

Bridge Painting

TIP ID	15-2404-14	Year of Operation	Ongoing
Agency	Harford County	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H144501	Est. Total Cost	\$800,000

Description:

This federal program provides funding to paint bridges in Harford County

Justification:

This preventative maintenance project will help to conserve future County resources by extending the life of the existing bridges and forestalling expensive replacement costs. This project is consistent with the Master Planing goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new



**Bridge Painting**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$340	\$0	\$0	\$0	\$340	\$680
OTH	\$0	\$0	\$0	\$40	\$0	\$0	\$0	\$40	\$80
ENG	\$0	\$0	\$0	\$20	\$0	\$0	\$0	\$20	\$40
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$400	\$800
Total	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$400	\$800

Stafford Road Bridge #19 over Herring Run

TIP ID	15-2501-13	Year of Operation	2031
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$350,000

Description:

The bridge is under-designed and needs upgraded beams and abutments to carry legal loads. Additionally, the abutment is deteriorated and needs to be reconstructed.

Justification:

This bridge carries Stafford Road over Herring Run. The project is eligible for federal funds. This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future opportunities.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





Stafford Road Bridge #19 over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$280	\$70	\$350
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$280	\$70	\$350
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$280	\$70	\$350

Bridge Inspection Program

TIP ID	15-9411-14	Year of Operation	Ongoing
Agency	Harford County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H054501	Est. Total Cost	\$4,250,000

Description:

This federal program provides funding for the inspection of bridges in Harford County.

Justification:

Federal law mandates the inspection of all bridges over 20 feet clear span on a two-year cycle. The bridge inspection data is analyzed to develop priorities for bridge repairs & replacements. As of 2020, Harford County inspects a total of 245 bridges. 158 bridges are longer than 20 feet and are inspected with federal funding.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new



**Bridge Inspection Program**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,250	\$0	\$4,250
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,250	\$0	\$4,250
Total	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,250	\$0	\$4,250

Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery

TIP ID	16-2301-03	Year of Operation	2026
Agency	Howard County	Project Type	Bicycle/pedestrian facilities
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	1.5 mile trail
CIP or CTP ID(s)		Est. Total Cost	\$1,900,000

Description:

The Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery project involves construction of a 1.5 mile segment of the overall Patapsco Regional Greenway trail. This 10-12 foot wide trail will be a combination of on-street facilities, hard surface trail, bridges and boardwalks.

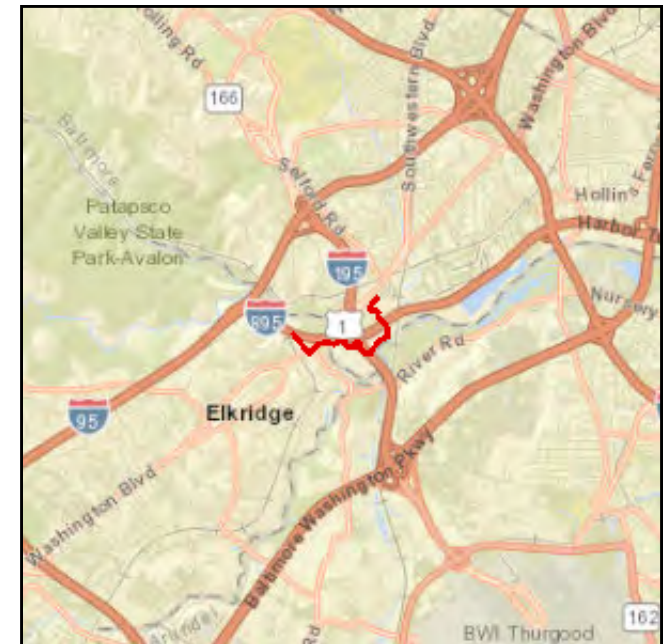
Final Engineering was funded using local Baltimore County funds as identified in an MOU between Howard and Baltimore Counties.

Justification:

This trail will provide a key connection as part of the Patapsco Regional Greenway system which is envisioned as a 40-mile shared-use path and trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 4.H Increase Mobility -- Develop and support a regional long-distance bikeway network including consistent guide signage.



**Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$625	\$0	\$625	\$0	\$0	\$0	\$0	\$1,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$625	\$0	\$625	\$0	\$0	\$0	\$0	\$1,250
Total	\$0	\$625	\$0	\$625	\$0	\$0	\$0	\$0	\$1,250

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

TIP ID	16-1410-41	Year of Operation	2030
Agency	Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	4 to 6 lanes, 6300 feet
CIP or CTP ID(s)	J-4222	Est. Total Cost	\$25,000,000

Description:

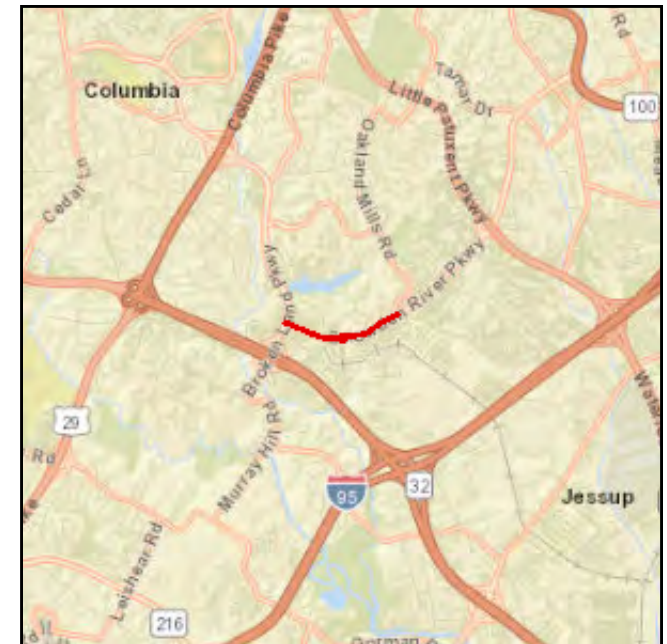
This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate ten-foot-wide shared-use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax-backed bonds). Estimated Total Cost increased as a result of refining cost estimates as design progresses.

Justification:

This project will relieve congestion along the corridor, provide protected bicycle and pedestrian facilities to meet county standards as defined in the Howard County design manual.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming



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

(Funding in Thousands)

Section 1702 High Priority Project

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$2,860	\$0	\$0	\$0	\$0	\$0	\$2,860
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$210	\$0	\$0	\$0	\$0	\$0	\$210
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,070	\$0	\$0	\$0	\$0	\$0	\$3,070

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
Total	\$0	\$3,000	\$3,070	\$0	\$0	\$0	\$0	\$0	\$6,070

Bridge Repair and Deck Replacement

TIP ID	16-0436-13	Year of Operation	Ongoing
Agency	Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	Various projects	Est. Total Cost	\$25,361,000

Description:

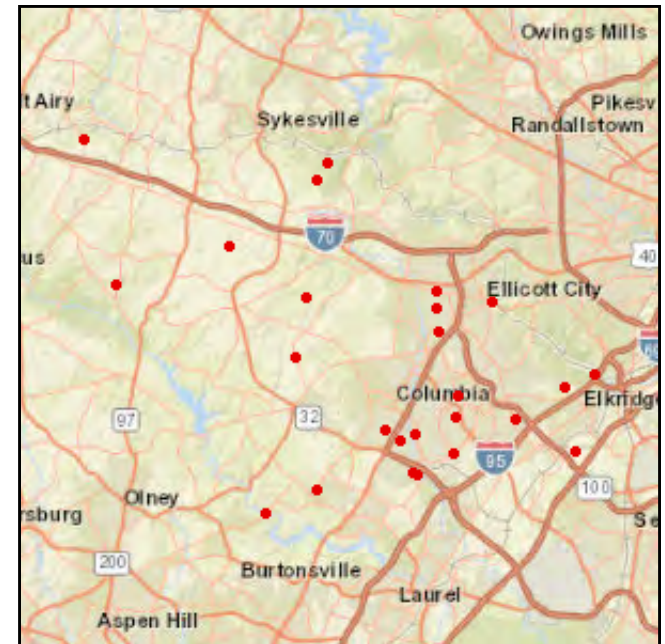
This is an ongoing program to provide upgrades and maintenance of structures on Howard County Roadways. These are non-capacity improvements which may include but are not limited to bridge rehabilitation and replacement, painting, structural repairs, and general maintenance on various Howard County bridges.

Justification:

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Bridge Repair and Deck Replacement**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$510	\$0	\$440	\$0	\$440	\$0	\$550	\$1,940
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$160	\$0	\$20	\$0	\$20	\$0	\$150	\$350
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$670	\$0	\$460	\$0	\$460	\$0	\$700	\$2,290

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$2,040	\$0	\$1,760	\$0	\$1,760	\$0	\$2,200	\$0	\$7,760
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$640	\$0	\$80	\$0	\$80	\$0	\$600	\$0	\$1,400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,680	\$0	\$1,840	\$0	\$1,840	\$0	\$2,800	\$0	\$9,160
Total	\$2,680	\$670	\$1,840	\$460	\$1,840	\$460	\$2,800	\$700	\$11,450

Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek

TIP ID	16-2201-13	Year of Operation	2026
Agency	Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	B3857	Est. Total Cost	\$2,852,528

Description:

This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge will be 40 feet wide with two 12-foot lanes and two 8-foot shoulders.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies that include substandard deck and superstructure. The bridge is currently rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$1,562	\$390	\$0	\$0	\$0	\$0	\$1,952
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$1,562	\$390	\$0	\$0	\$0	\$0	\$1,952
Total	\$0	\$0	\$1,562	\$390	\$0	\$0	\$0	\$0	\$1,952

Annapolis Electric Passenger Ferry Pilot Program

TIP ID	18-2401-99	Year of Operation	2025
Agency	Annapolis	Project Type	Other
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$2,300,000

Description:

The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.

The program consists of the following:

- (a) Procurement of up to two (2) battery electric passenger ferry vessels (\$1,800,000): federal funds - \$1,530,000; local funds - \$270,000.
- (b) Landing improvements (\$1,500,000): federal funds - \$1,275,000; local funds - \$225,000.
- (c) Charging infrastructure (\$200,000): federal funds - \$170,000; local funds - \$30,000.

Justification:

This program is one of several initiatives to address the dramatic impacts of climate change on Annapolis, a 400-year-old city and state capital that has twenty-two miles of waterfront and is at the front lines of this 21st century challenge.

The proposed route for ferry service is only one half mile. However, the route is a highly visible and popular route that has the potential to dramatically expand awareness of new battery electric maritime technology and expand equitable access to the waterfront for both residents and visitors to the city.



Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.
- 5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.

**Annapolis Electric Passenger Ferry Pilot Program**

(Funding in Thousands)

Section 5307(h) Passenger Ferry Grant Discretionary Program

Phase	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	Total Four-Year Funding Request
CON	\$170	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$200
OTH	\$1,530	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
ENG	\$255	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,955	\$345	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300
Total	\$1,955	\$345	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300

Francis Scott Key Bridge Reconstruction

TIP ID	20-2401-44	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	New bridge/elimination of at-grade crossing
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1.6 miles
CIP or CTP ID(s)		Est. Total Cost	\$1,837,000,000

Description:

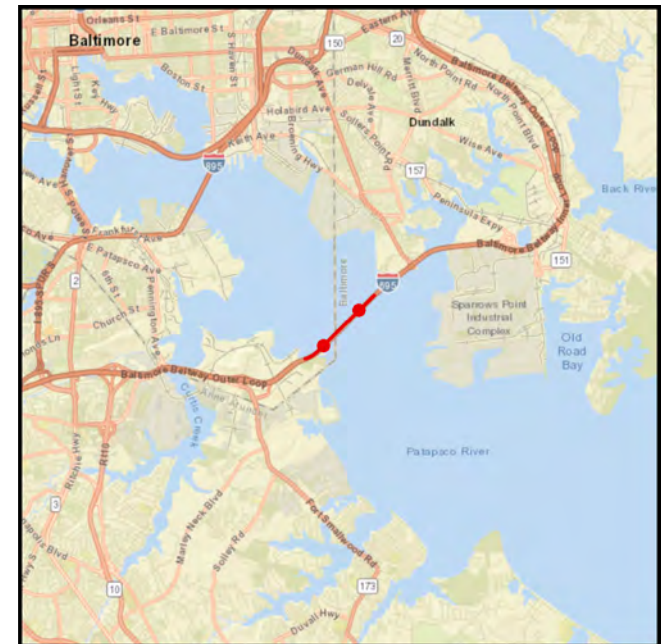
The project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.

Justification:

The project is needed to rebuild the collapsed structure and reconnect the I-695 Baltimore Beltway as expeditiously and safely as possible to support efficient freight movement and economic expansion in the area of the bridge.

Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.
- 7.D Promote Prosperity & Econ. Ops -- Invest in trans. infrastructure that improves access to econ. growth generators





Francis Scott Key Bridge Reconstruction

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$203,927	\$0	\$391,418	\$0	\$476,879	\$0	\$415,685	\$1,487,909
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$18,750	\$0	\$18,750	\$0	\$18,750	\$0	\$18,750	\$75,000
PL	\$0	\$600	\$0	\$700	\$0	\$700	\$0	\$0	\$2,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$223,277	\$0	\$410,868	\$0	\$496,329	\$0	\$434,435	\$1,564,909
Total	\$0	\$223,277	\$0	\$410,868	\$0	\$496,329	\$0	\$434,435	\$1,564,909

I-95 Fort McHenry Tunnel: I-95 Access Study

TIP ID	22-1901-45	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	Interchange ramp added or widened
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7 miles, 8 lanes
CIP or CTP ID(s)	MDTA-7	Est. Total Cost	\$495,000,000

Description:

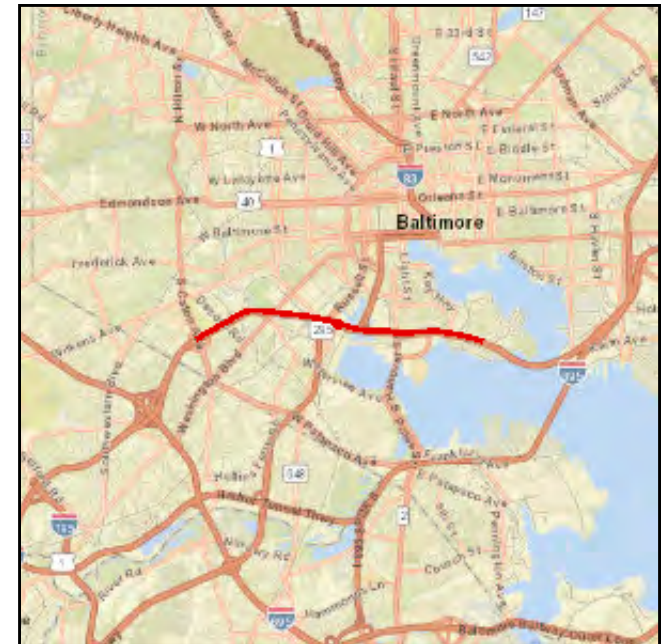
MDTA and Baltimore City have developed a suite of improvements to I-95 ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the peninsula in South Baltimore and to address traffic needs in the area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway. The total project cost is estimated to be \$495 million, with completion anticipated in 2029. The first phase of this project was MDTA's funding and oversight of the project's planning, with a NEPA study that is ongoing. Future planning efforts will be funded by a private developer. MDTA construction funding would be MDTA's match for a potential future INFRA Grant.

Justification:

The improvements will support local and regional economic development in Baltimore and the region. They will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway. The improvements will also increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.

Connection to Long-Range Transportation Planning Goals:

- 3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive



**I-95 Fort McHenry Tunnel: I-95 Access Study**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$5,500	\$0	\$0	\$0	\$0	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$5,500	\$0	\$0	\$0	\$0	\$5,500
Total	\$0	\$0	\$0	\$5,500	\$0	\$0	\$0	\$0	\$5,500

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

TIP ID	22-2201-19	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	Other
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	4 mainline lanes maintained, 4 new 0.7 mile CD lanes
CIP or CTP ID(s)	MDTA-31	Est. Total Cost	\$167,000,000

Description:

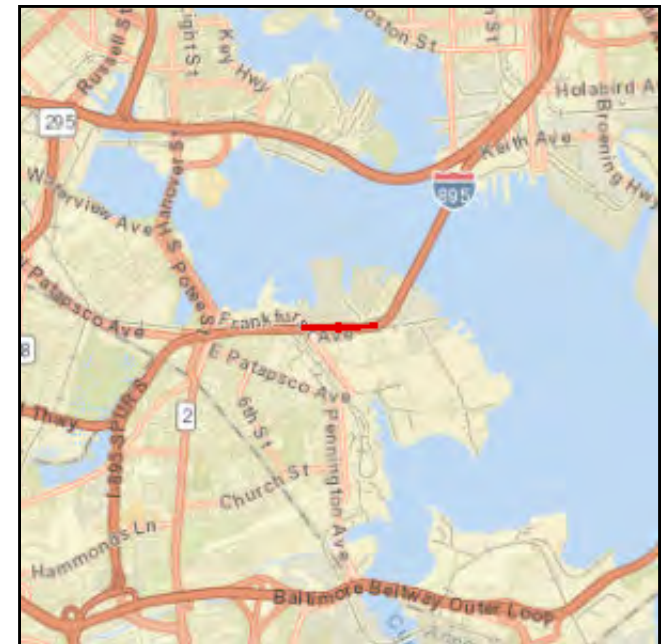
The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and relocation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. The project will provide two lanes of barrier-separated mainline through-traffic in each direction along I-895 between the K-Truss bridge and the Baltimore Harbor Tunnel. In addition, a two lane barrier-separated collector distributor road will be installed in each direction adjacent to the mainline traffic lane between the I-895 interchanges with Frankfur Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfur Avenue, replacing the I-895 bridge over Childs Street, and removing the I-895 bridge over the toll facility campus storage area. The project is funded with MDTA toll revenues.

Justification:

This project will improve travel speeds by eliminating vehicle queues and maintaining a consistent number of travel lanes on I-895 between the K-Truss bridge and the tunnel. It will also improve safety by reducing crash risk and MDTA employee exposure to traffic flows. The risk of bridge strikes and associated repairs will be reduced as well. Finally, fuel consumption and vehicle emissions will be reduced by providing more constant travel speeds.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 7.D Promote Prosperity & Econ. Ops -- Invest in trans. infrastructure that improves access to econ. growth generators



**I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$3,500	\$15,000	\$4,372	\$53,102	\$0	\$11,898	\$41	\$87,913
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$3,500	\$15,000	\$4,372	\$53,102	\$0	\$11,898	\$41	\$87,913
Total	\$0	\$3,500	\$15,000	\$4,372	\$53,102	\$0	\$11,898	\$41	\$87,913

I-95 Express Toll Lanes Northbound Extension

TIP ID	25-1801-41	Year of Operation	2027
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	11.25 miles, 6 to 8 lanes
CIP or CTP ID(s)	MDTA-1	Est. Total Cost	\$1,100,000,000

Description:

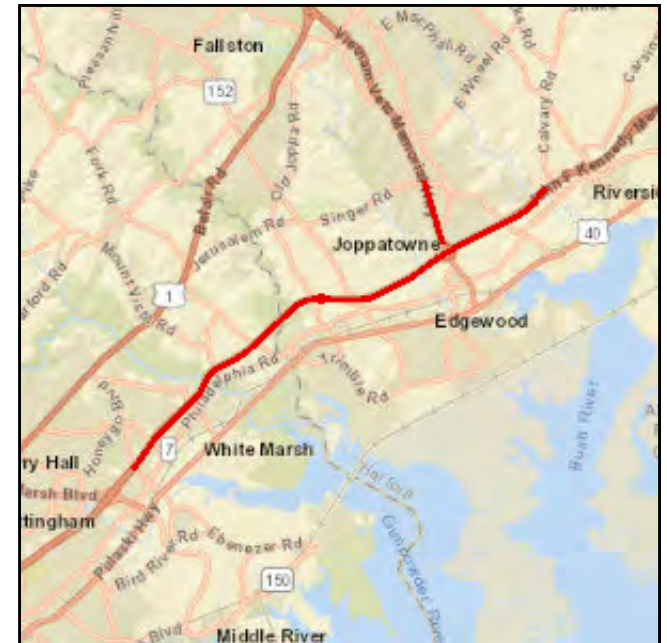
The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of 2 additional ETLs on I-95 from N. of MD 43 to N. of MD 24, a distance of 11+ miles. Tolls are expected to be collected automatically at highway speeds using E-ZPass or Video Tolling. The project also includes: reconstruction of the I-95 interchanges at MD 152 and MD 24 along with a 1.7 mile auxiliary lane between the interchanges; widening MD 24 from two to three lanes from MD 924 to north of Singer Road; ramps from I-695 (WB & EB) to NB ETL; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of 5 noise walls; widening the I-95 northbound bridges over the Big and Little Gunpowder Falls and Winters Run; environmental mitigation; and additional safety improvements.

Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. An Intelligent Transportation System (ITS) will allow MDTA to better operate the ETLs and general purpose lanes while addressing transportation safety along I-95. The construction of additional noise walls will address community needs.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight



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

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$175,878	\$0	\$139,004	\$0	\$87,299	\$0	\$42,414	\$444,595
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$2,170	\$0	\$1,204	\$0	\$0	\$0	\$0	\$3,374
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$178,048	\$0	\$140,208	\$0	\$87,299	\$0	\$42,414	\$447,969
Total	\$0	\$178,048	\$0	\$140,208	\$0	\$87,299	\$0	\$42,414	\$447,969

I-95 Southbound Part-Time Shoulder Usage

TIP ID	25-2101-41	Year of Operation	2028
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	4.7 miles, 3 lanes + Left Shoulder
CIP or CTP ID(s)	MDTA-4	Est. Total Cost	\$32,300,000

Description:

This project will provide for the part-time use of the 12' left shoulder along I-95 southbound between the Maryland House Travel Plaza to north of the MD 24 overpass. It requires restriping I-95 southbound lanes and pavement improvements to the left shoulder lane for approximately 4.7 miles in Harford County. The project will also include the installation of intelligent transportation systems (ITS) devices to deploy a new ITS system, including lane-use control gantries, closed-circuit television cameras, traffic detectors, and dynamic message signs. It will allow for the left shoulder to be dynamically opened and closed based on traffic conditions. The project is funded by MDTA toll revenues. Project was delayed by funding issues and one additional year due to MDE permitting.

Justification:

This project will address existing and recurring congestion and safety issues during summer weekends by providing additional capacity on a part-time, as needed basis along I-95 southbound between the Maryland House Travel Plaza and MD 24. It will improve safety by providing additional capacity to reduce congestion-related crashes, as well as reducing potential conflicts at the entrance ramp from Maryland House. This project is an interim phase of implementation of I-95 Section 200 and is the first phase of the I-95 Express Toll Lanes (ETL) Southbound Extension project. The phasing of the project will allow for maximum benefits to be provided in the interim, while minimizing impacts from future construction of the I-95 Express Toll Lanes (ETL) Southbound Extension project.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight



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

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$8,243	\$0	\$12,081	\$0	\$8,074	\$28,398
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$300	\$0	\$8,243	\$0	\$12,081	\$0	\$8,074	\$28,698
Total	\$0	\$300	\$0	\$8,243	\$0	\$12,081	\$0	\$8,074	\$28,698

Dundalk Marine Terminal Resiliency and Flood Mitigation

TIP ID	30-2101-82	Year of Operation	2026
Agency	Maryland Port Administration	Project Type	Facility rehabilitation
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-10	Est. Total Cost	\$57,200,000

Description:

The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

Justification:

The project is part of a larger, long-term resiliency and flood mitigation program at MPA's terminals and is essential in maintaining the POB's competitiveness in the Automobile and Roll-On/Roll-Off heavy equipment marketplace. By making improvements to Dundalk Marine Terminal, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the POB's largest and most versatile general cargo facility.

Connection to Long-Range Transportation Planning Goals:

5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.

6.G Improve System Security -- Incorporate options for multimodal mobility and strategies for system mgt for moving people during emergencies.



**Dundalk Marine Terminal Resiliency and Flood Mitigation**

(Funding in Thousands)

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460
Total	\$4,835	\$27,532	\$4,040	\$25,053	\$0	\$0	\$0	\$0	\$61,460

Port of Baltimore Rail Capacity Modernization Project

TIP ID	30-2301-83	Year of Operation	2026
Agency	Maryland Port Administration	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-20	Est. Total Cost	\$22,400,000

Description:

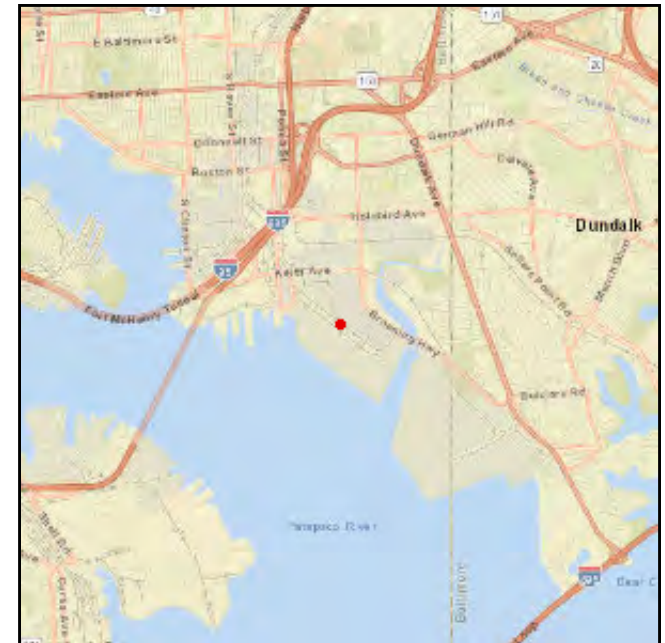
The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

Justification:

The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

Connection to Long-Range Transportation Planning Goals:

7.F Promote Prosperity & Econ. Ops -- Consider prior inequities for future transportation investments.



**Port of Baltimore Rail Capacity Modernization Project**

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$3,830	\$1,640	\$0	\$0	\$0	\$0	\$5,470
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,830	\$1,640	\$0	\$0	\$0	\$0	\$5,470
Total	\$0	\$0	\$3,830	\$1,640	\$0	\$0	\$0	\$0	\$5,470

Howard Street Tunnel

TIP ID	32-2101-83	Year of Operation	2027
Agency	Maryland Port Administration	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	1.7 miles
CIP or CTP ID(s)	MPA-1	Est. Total Cost	\$565,140,000

Description:

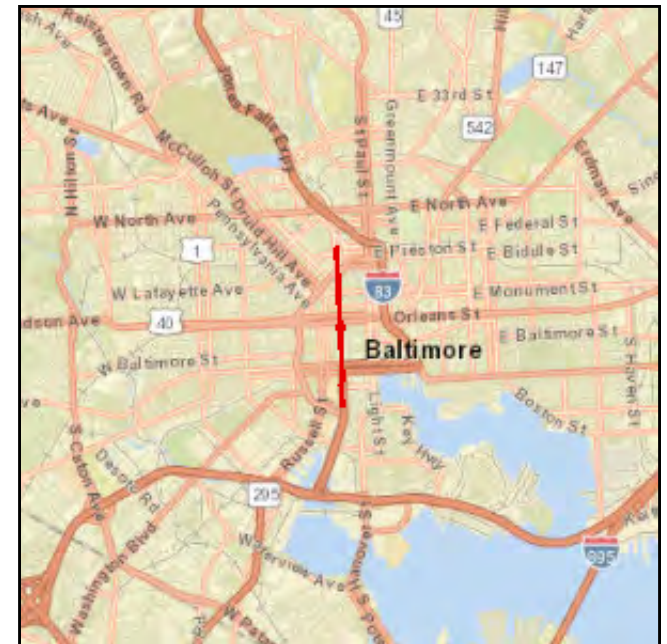
The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

Justification:

The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive infrastructure.
- 7.F Promote Prosperity & Econ. Ops -- Consider prior inequities for future transportation investments.



**Howard Street Tunnel**

(Funding in Thousands)

Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$56,318	\$98,141	\$26,021	\$107,178	\$0	\$95,000	\$0	\$13,000	\$395,658
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$56,318	\$98,141	\$26,021	\$107,178	\$0	\$95,000	\$0	\$13,000	\$395,658
Total	\$56,318	\$98,141	\$26,021	\$107,178	\$0	\$95,000	\$0	\$13,000	\$395,658

Urban Transit Systems - Capital Assistance

TIP ID	40-1602-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$3,328,000

Description:

Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include vehicle replacement along with continued preventive maintenance.

Justification:

Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation options and equity for all populations.
5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.



**Urban Transit Systems - Capital Assistance**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$533	\$133	\$533	\$133	\$533	\$133	\$533	\$0	\$2,531
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$533	\$133	\$533	\$133	\$533	\$133	\$533	\$0	\$2,531

**Urban Transit Systems - Capital Assistance**

(Funding in Thousands)

Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133	\$133
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133	\$133

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$133	\$33	\$133	\$33	\$133	\$33	\$133	\$33	\$664
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$133	\$33	\$133	\$33	\$133	\$33	\$133	\$33	\$664
Total	\$666	\$166	\$666	\$166	\$666	\$166	\$666	\$166	\$3,328

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$167,535,000

Description:

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**Bus and Paratransit Vehicle Overhaul and Replacement**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$14,071	\$3,517	\$4,957	\$1,239	\$1,924	\$481	\$0	\$0	\$26,189
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,071	\$3,517	\$4,957	\$1,239	\$1,924	\$481	\$0	\$0	\$26,189

**Bus and Paratransit Vehicle Overhaul and Replacement**

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$0	\$0	\$5,993
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,794	\$1,199	\$0	\$0	\$0	\$0	\$0	\$0	\$5,993

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$27,967	\$6,992	\$43,250	\$10,812	\$0	\$0	\$37,066	\$9,266	\$135,353
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$27,967	\$6,992	\$43,250	\$10,812	\$0	\$0	\$37,066	\$9,266	\$135,353
Total	\$46,832	\$11,708	\$48,207	\$12,051	\$1,924	\$481	\$37,066	\$9,266	\$167,535

Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$1,600,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation options and equity for all populations.
5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.



**Small Urban Transit Systems - Capital Assistance**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$160	\$40	\$160	\$40	\$400
OTH	\$160	\$40	\$0	\$200	\$0	\$0	\$0	\$0	\$400
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$0	\$200	\$160	\$40	\$160	\$40	\$800

**Small Urban Transit Systems - Capital Assistance**

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Total	\$320	\$80	\$160	\$240	\$320	\$80	\$320	\$80	\$1,600

Ridesharing - Baltimore Region

TIP ID	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$2,672,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

Connection to Long-Range Transportation Planning Goals:

- 4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.



**Ridesharing - Baltimore Region**

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$668	\$0	\$668	\$0	\$0	\$0	\$1,336
OTH	\$668	\$0	\$0	\$0	\$0	\$0	\$668	\$0	\$1,336
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
Total	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672

Red Line

TIP ID	40-2501-67	Year of Operation	2035
Agency	MTA - Transit	Project Type	Transit capacity expansion
Project Category	Transit Capacity	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1894	Est. Total Cost	\$151,027,000

Description:

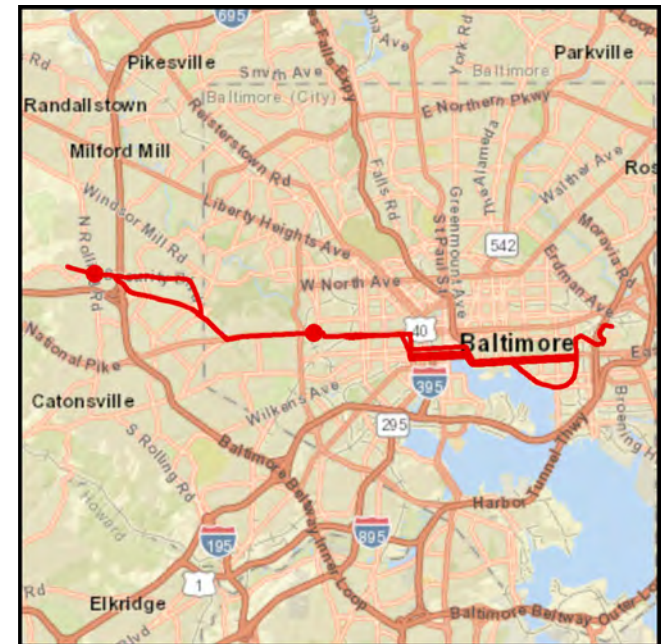
The Red Line is an east-west, high frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities access to jobs, education services, and opportunities. This major investment will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the West and Bayview to the east). The Red Line project has been shaped by over 10 years of work and extensive community engagement. Project work is currently focused on alternatives development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

Justification:

The Red Line project will provide high-frequency transit to the work and activity centers along the corridor. The project will address the need for reliable and efficient east-west transit service providing transportation choices for residents. The completion of the project will improve connectivity between existing transit service and support opportunities for inclusive growth and investment along the corridor.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.I Improve Accessibility -- Improve frequency, reliability and operating hours of existing transit facilities.
- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.



**Red Line**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$224	\$0	\$41,765	\$0	\$24,684	\$0	\$224	\$66,897
PL	\$0	\$28,137	\$0	\$18,309	\$0	\$37,684	\$0	\$0	\$84,130
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$28,361	\$0	\$60,074	\$0	\$62,368	\$0	\$224	\$151,027
Total	\$0	\$28,361	\$0	\$60,074	\$0	\$62,368	\$0	\$224	\$151,027

Small Urban Transit Systems - Operating Assistance

TIP ID	40-0104-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$2,608,000

Description:

Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Small urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.



**Small Urban Transit Systems - Operating Assistance**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608
Total	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$326	\$2,608

Bus and Rail Preventive Maintenance

TIP ID	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MTA-25	Est. Total Cost	\$195,512,000

Description:

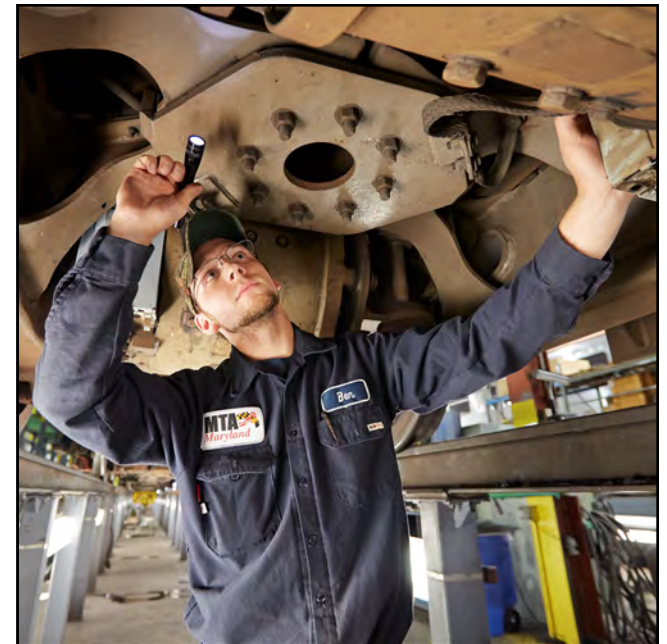
This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Justification:

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



**Bus and Rail Preventive Maintenance**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 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	Total Four-Year Funding Request
CON	\$0	\$0	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$52,194
OTH	\$14,900	\$3,725	\$0	\$0	\$0	\$0	\$0	\$0	\$18,625
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,900	\$3,725	\$14,416	\$3,604	\$13,922	\$3,480	\$13,418	\$3,354	\$70,819

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$94,440
OTH	\$24,203	\$6,050	\$0	\$0	\$0	\$0	\$0	\$0	\$30,253
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$24,203	\$6,050	\$24,687	\$6,171	\$25,181	\$6,295	\$25,685	\$6,421	\$124,693
Total	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$39,103	\$9,775	\$195,512

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$9,360,000

Description:

This project provides capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Connection to Long-Range Transportation Planning Goals:

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and geographic boundaries



**Seniors and Individuals with Disabilities**

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$9,360
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$9,360
Total	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$9,360

Urban Transit Systems - Operating Assistance

TIP ID	40-1603-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$16,912,000

Description:

This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation options and equity for all populations.

5.A Implement Env. Responsible Trans. Solutions -- Coordinate to reduce delay & increase non-SOV through perf.-based planning & programming.



**Urban Transit Systems - Operating Assistance**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912
Total	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$2,114	\$16,912

Agencywide System Preservation and Improvement

TIP ID	40-1801-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$71,248,000

Description:

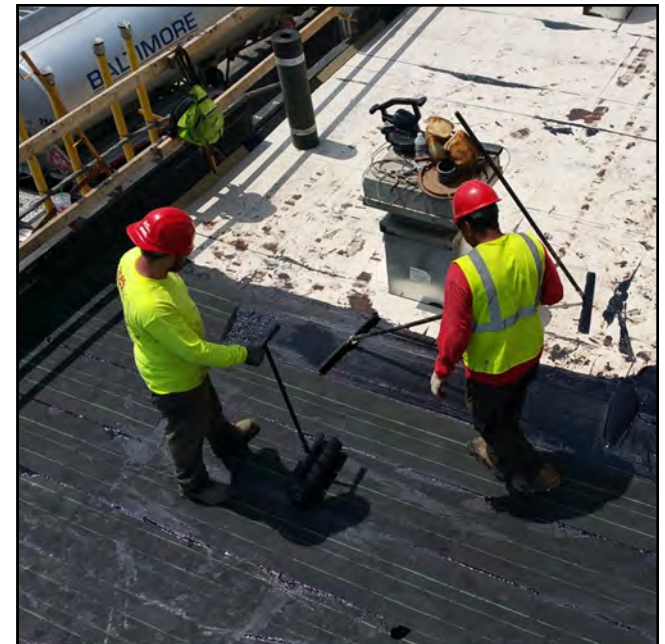
This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, system network migration and upgrade, and modernization of 40 elevators system wide. In addition to the matching funds listed, MDOT MTA has committed \$58 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**Agencywide System Preservation and Improvement**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 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	Total Four-Year Funding Request
CON	\$6,600	\$1,650	\$0	\$0	\$5,555	\$1,388	\$38,668	\$9,667	\$63,528
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,600	\$1,650	\$0	\$0	\$5,555	\$1,388	\$38,668	\$9,667	\$63,528

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$55	\$0	\$55	\$0	\$55	\$0	\$55	\$0	\$220
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$55	\$0	\$55	\$0	\$55	\$0	\$55	\$0	\$220

**Agencywide System Preservation and Improvement**

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity

Phase	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	Total Four-Year Funding Request
CON	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$12,655	\$3,150	\$55	\$0	\$5,610	\$1,388	\$38,723	\$9,667	\$71,248

Bus System Preservation and Improvement

TIP ID	40-1803-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$31,364,000

Description:

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Project funding includes multiple projects at Bush Division and at Washington Boulevard. Commissioning/testing and operation of the electric vehicle service equipment (EVSE) and supporting infrastructure necessary to enable battery electric buses (BEBs) to be placed into revenue service.

Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**Bus System Preservation and Improvement**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$19,769	\$4,942	\$0	\$0	\$0	\$0	\$0	\$0	\$24,711
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$19,769	\$4,942	\$0	\$0	\$0	\$0	\$0	\$0	\$24,711

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,323	\$1,330	\$0	\$0	\$6,653
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$5,323	\$1,330	\$0	\$0	\$6,653
Total	\$19,769	\$4,942	\$0	\$0	\$5,323	\$1,330	\$0	\$0	\$31,364

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$87,318,000

Description:

Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. In addition to the matching funds listed, MTA has committed \$116 million in state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



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

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 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	Total Four-Year Funding Request
CON	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$24,179	\$6,045	\$15,043	\$3,760	\$3,331	\$832	\$0	\$0	\$53,190

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,000	\$2,500	\$12,163	\$3,040	\$5,140	\$1,285	\$0	\$0	\$34,128
Total	\$34,179	\$8,545	\$27,206	\$6,800	\$8,471	\$2,117	\$0	\$0	\$87,318

Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$102,535,000

Description:

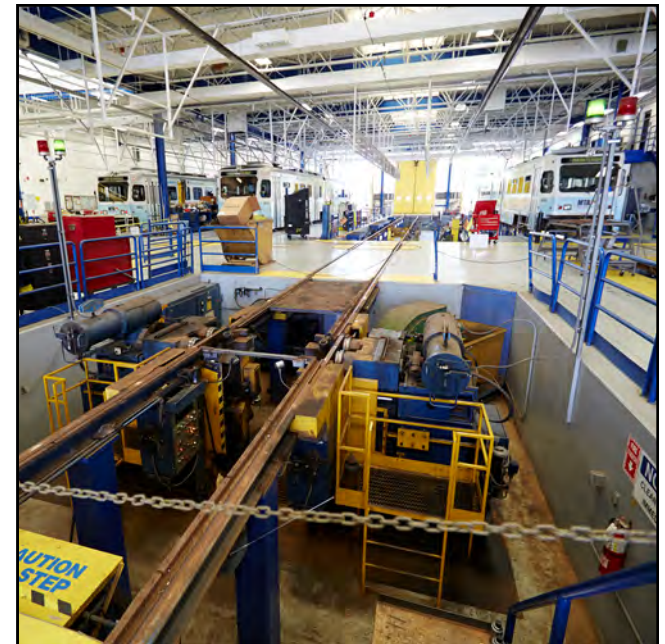
This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, tunnel cleaning and rehabilitation, and traction power substation rehabilitation. In addition to the matching funds listed, MTA has committed \$115 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and geographic



**Metro and Light Rail System Preservation and Improvement**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$725	\$181	\$0	\$0	\$28,268	\$7,067	\$29,135	\$7,283	\$72,659

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,851	\$462	\$0	\$0	\$8,020	\$2,005	\$14,031	\$3,507	\$29,876
Total	\$2,576	\$643	\$0	\$0	\$36,288	\$9,072	\$43,166	\$10,790	\$102,535

Eastern Bus Facility

TIP ID	40-2301-65	Year of Operation	2028
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1547	Est. Total Cost	\$162,270,184

Description:

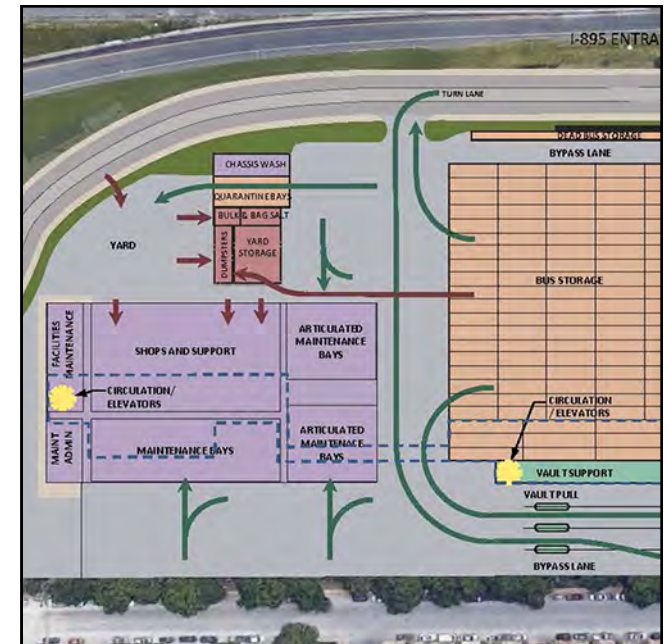
The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. Assuming a 190 bus fleet, construction would take >4 years. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management. Note: In addition to the matching funds listed, MDOT MTA has committed \$156 million in state dollars.

Justification:

The new facility will be purpose-built for battery-electric buses (BEBs) and will include space for administration, training, bus maintenance, bus operations and bus charging/storage. The reconstruction of this division is an integral component of MDOT MTA's transition to 50% zero-emissions buses by 2030, as it will provide the charging and storage capacity for approximately 200 BEBs with a target opening date of 2028. The existing Eastern Bus Division is reaching the end of its useful life and does not have sufficient capacity to meet MDOT MTA's operational needs.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.
- 5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.



**Eastern Bus Facility**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$17,346	\$4,336	\$65,019	\$16,254	\$35,761	\$8,940	\$22,143	\$5,535	\$175,334
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$17,346	\$4,336	\$65,019	\$16,254	\$35,761	\$8,940	\$22,143	\$5,535	\$175,334

**Eastern Bus Facility**

(Funding in Thousands)

Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,254	\$0	\$0	\$0	\$1,254
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$1,254	\$0	\$0	\$0	\$1,254

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$4,893	\$1,223	\$5,017	\$0	\$5,134	\$1,283	\$17,550
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$4,893	\$1,223	\$5,017	\$0	\$5,134	\$1,283	\$17,550

**Eastern Bus Facility**

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$877	\$219	\$0	\$0	\$1,096
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$877	\$219	\$0	\$0	\$1,096
Total	\$17,346	\$4,336	\$69,912	\$17,477	\$42,909	\$9,159	\$27,277	\$6,818	\$195,234

Zero Emission Infrastructure and Rolling Stock

TIP ID	40-2302-63	Year of Operation	2029
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$142,069,510

Description:

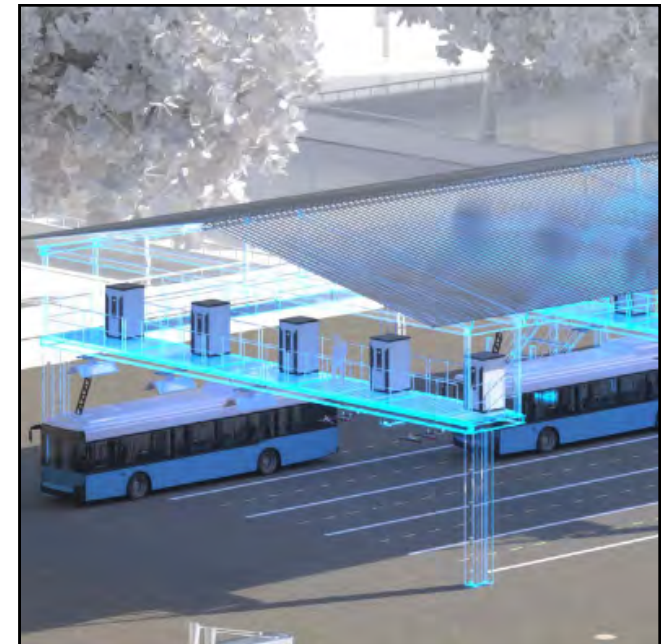
MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars.

Justification:

The Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act), Senate Bill SB0137, of the Maryland General Assembly, prohibits the Maryland Transit Administration (MTA), beginning in fiscal 2023, from entering into a contract to purchase buses that are not zero-emission buses (ZEBs) (as defined by the bill). The bill also requires MTA to submit a report each January 1st regarding the conversion of its bus fleet to zero-emission buses. The annual report submitted by MTA include: a schedule for converting MTA's transit bus fleet to zero-emission buses; an evaluation of the charging infrastructure needed for MTA to create and maintain a State transit bus fleet of zero-emission buses.

Connection to Long-Range Transportation Planning Goals:

- 2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.



**Zero Emission Infrastructure and Rolling Stock**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$0	\$0	\$15,898
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$0	\$0	\$15,898

**Zero Emission Infrastructure and Rolling Stock**

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$15,282	\$3,820	\$0	\$0	\$37,076	\$9,269	\$6,184	\$1,546	\$73,177
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$15,282	\$3,820	\$0	\$0	\$37,076	\$9,269	\$6,184	\$1,546	\$73,177
Total	\$15,282	\$3,820	\$0	\$0	\$49,795	\$12,448	\$6,184	\$1,546	\$89,075

Rural Transit Systems - Operating Assistance

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

Description:

This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Rural transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.



**Rural Transit Systems - Operating Assistance**

(Funding in Thousands)

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$238	\$238	\$238	\$238	\$238	\$238	\$1,428
OTH	\$238	\$238	\$0	\$0	\$0	\$0	\$0	\$0	\$476
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
Total	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904

Penn-Camden Connector

TIP ID	42-2403-64	Year of Operation	2033
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Capacity	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1570	Est. Total Cost	\$232,900,000

Description:

The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

Justification:

This connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.



**Penn-Camden Connector**

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Total	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000

Baltimore City Ferry Service Improvements

TIP ID	42-2401-99	Year of Operation	2026
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)		Est. Total Cost	\$9,376,000

Description:

This project will improve ADA access between the existing ferry landing and ferry deck and replace the existing light-duty ferry boats with new US Coast Guard approved hybrid-electric powered ferry boats. Baltimore City pledges the matching funds necessary for the project and is ready to procure the landings so that Baltimore residents can benefit from improved ferry services.

Justification:

The existing ferry boats have reached the end of their useful life and need to be replaced. Additionally, the current ferry deck heights and ferry landing heights do not match which creates an ADA accessibility concern. These improvements will help to achieve a state of good repair and provide improved ADA access.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
- 5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.



**Baltimore City Ferry Service Improvements**

(Funding in Thousands)

Section 5307(h) Passenger Ferry Grant Discretionary Program

Phase	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	Total Four-Year Funding Request
CON	\$8,061	\$1,315	\$0	\$0	\$0	\$0	\$0	\$0	\$9,376
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,061	\$1,315	\$0	\$0	\$0	\$0	\$0	\$0	\$9,376
Total	\$8,061	\$1,315	\$0	\$0	\$0	\$0	\$0	\$0	\$9,376

Baltimore Penn Station Multimodal Investments

TIP ID	42-2402-64	Year of Operation	2029
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$14,650,000

Description:

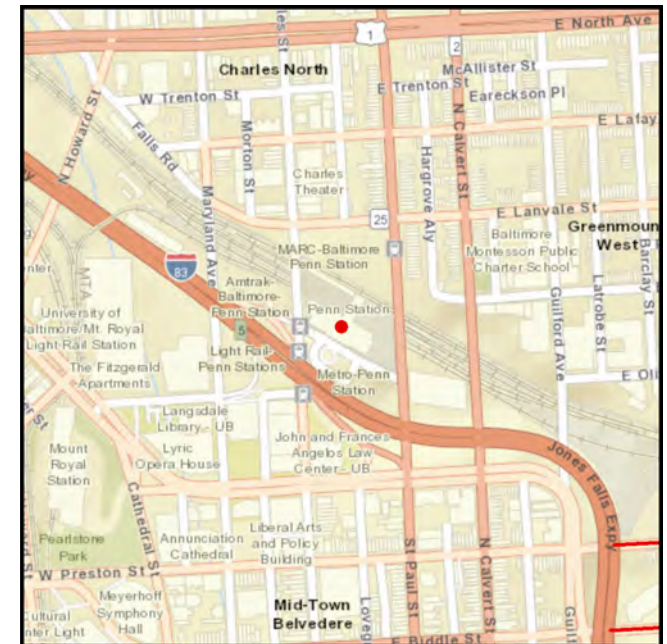
This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.

Justification:

Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC service providing access to jobs in D.C., Odenton, and along the Penn Line and significant investments are being made to improve the speed, reliability, and capacity of that corridor. Having good connections to the station is essential to maximizing the potential of the MARC service and there have been repeated requests from MARC riders and community members to improve the bicycle, pedestrian, and transit access to Penn Station. Additionally, the RTP North-South corridor will likely connect to Penn Station and this provides an opportunity to plan ahead for that future service integration.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**Baltimore Penn Station Multimodal Investments**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$444	\$0	\$556	\$0	\$0	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$444	\$0	\$556	\$0	\$0	\$1,000

Rebuilding American Infrastructure with Sustainability and Equity

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$3,060	\$714	\$2,940	\$686	\$0	\$0	\$7,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,060	\$714	\$2,940	\$686	\$0	\$0	\$7,400

**Baltimore Penn Station Multimodal Investments**

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$200	\$50	\$1,750	\$438	\$1,750	\$438	\$0	\$0	\$4,626
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$200	\$50	\$1,750	\$438	\$1,750	\$438	\$0	\$0	\$4,626
Total	\$200	\$50	\$4,810	\$1,596	\$4,690	\$1,680	\$0	\$0	\$13,026

Mondawmin Transit Hub

TIP ID	42-2501-65	Year of Operation	2028
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)	2188	Est. Total Cost	\$33,500,000

Description:

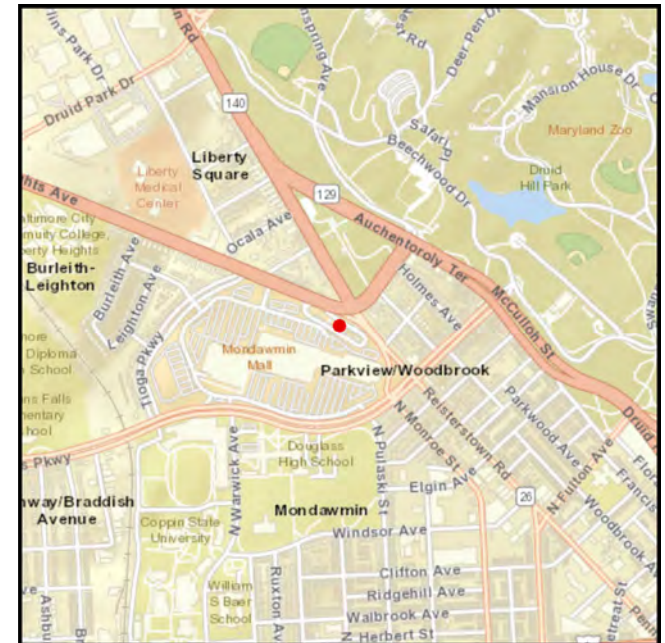
Mondawmin Hub provides a comprehensive package of station upgrades. Upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and ultimately set the stage for transit-oriented development anchored by this station. The project will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore.

Justification:

Approximately two-in-five residents within a half-mile radius of the Mondawmin Transit Station do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%). Improving upon current infrastructure is critical to not only maintain assets in state of good repair, but to provide better customer service and reliability to those who are dependent on transit services.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.



**Mondawmin Transit Hub**

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity

Phase	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	Total Four-Year Funding Request
CON	\$18,519	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$31,019
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,481	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$20,000	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$33,500
Total	\$20,000	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$33,500

MARC Rolling Stock Overhauls and Replacement

TIP ID	70-1501-53	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Fleet improvement
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$58,706,000

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$21.3 million in state dollars.

Justification:

Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 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	Total Four-Year Funding Request
CON	\$218	\$873	\$1,820	\$455	\$5,428	\$1,357	\$4,094	\$1,023	\$15,268
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$218	\$873	\$1,820	\$455	\$5,428	\$1,357	\$4,094	\$1,023	\$15,268

**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$5,249	\$1,312	\$2,448	\$9,792	\$11,732	\$2,933	\$7,978	\$1,994	\$43,438
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,249	\$1,312	\$2,448	\$9,792	\$11,732	\$2,933	\$7,978	\$1,994	\$43,438
Total	\$5,467	\$2,185	\$4,268	\$10,247	\$17,160	\$4,290	\$12,072	\$3,017	\$58,706

MARC Improvements

TIP ID	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$67,063,000

Description:

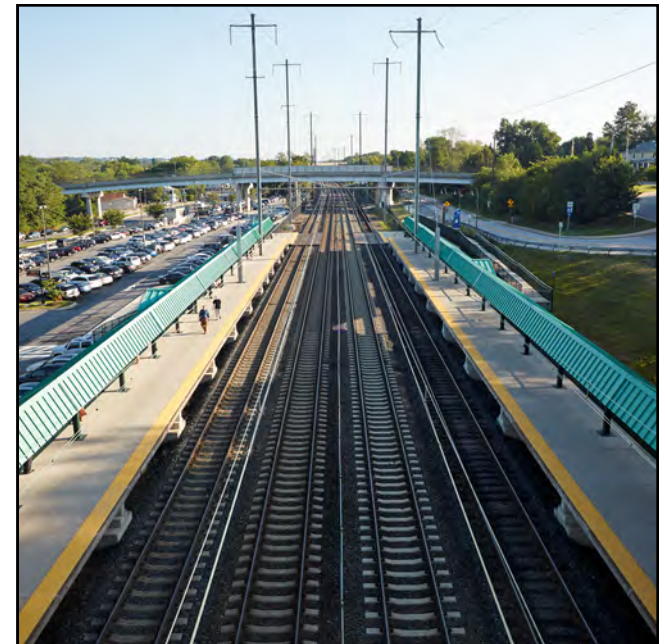
This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.

Justification:

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and



**MARC Improvements**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$1,410	\$352	\$455	\$113	\$0	\$0	\$230	\$57	\$2,617
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,410	\$352	\$455	\$113	\$0	\$0	\$230	\$57	\$2,617

**MARC Improvements**

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$16,242	\$4,060	\$10,493	\$2,623	\$10,264	\$2,566	\$14,559	\$3,639	\$64,446
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$16,242	\$4,060	\$10,493	\$2,623	\$10,264	\$2,566	\$14,559	\$3,639	\$64,446
Total	\$17,652	\$4,412	\$10,948	\$2,736	\$10,264	\$2,566	\$14,789	\$3,696	\$67,063

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$65,964,000

Description:

- 1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed.
- 2) MARC Maintenance Facility Improvements in the Baltimore Region including the Riverside Heavy Maintenance Facility.
- 3) Renovation of MARC stations in the Baltimore Region including West Baltimore, Elkton, and Bayview Stations.

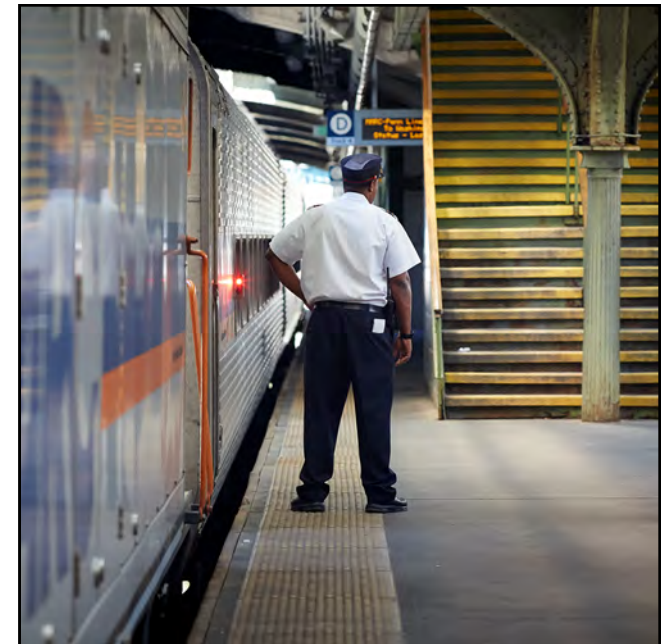
Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.

Justification:

- 1) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 2) The building will provide four maintenance slots for locomotives undergoing heavy maintenance and repair, which will free up maintenance slots in the main shop building for preventative maintenance and federally required inspections.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**MARC Facilities**

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	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	Total Four-Year Funding Request
CON	\$289	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$361
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$289	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$361

**MARC Facilities**

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$3,731	\$932	\$53,600	\$1,340	\$4,800	\$1,200	\$65,603
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,731	\$932	\$53,600	\$1,340	\$4,800	\$1,200	\$65,603
Total	\$289	\$72	\$3,731	\$932	\$53,600	\$1,340	\$4,800	\$1,200	\$65,964

Martin Airport - All Stations Accessibility Program

TIP ID	73-2401-64	Year of Operation	2029
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1571	Est. Total Cost	\$8,910,000

Description:

Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.

Justification:

To support those with disabilities and mobility needs to access some of the nation's oldest and busiest rail transit systems through essential upgrades, such as elevators. This project is part of the first round of funding per President Biden's Bipartisan Infrastructure Law, designed to improve accessibility so everyone, including those who use wheelchairs, push strollers, or cannot easily navigate stairs, can reliably access the rail systems in their communities.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.



**Martin Airport - All Stations Accessibility Program**

(Funding in Thousands)

All Stations Accessibility Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455
Total	\$3,555	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,455

State Safety Oversight

TIP ID	90-1401-39	Year of Operation	Ongoing
Agency	Office of the Secretary	Project Type	Other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-9	Est. Total Cost	\$3,451,000

Description:

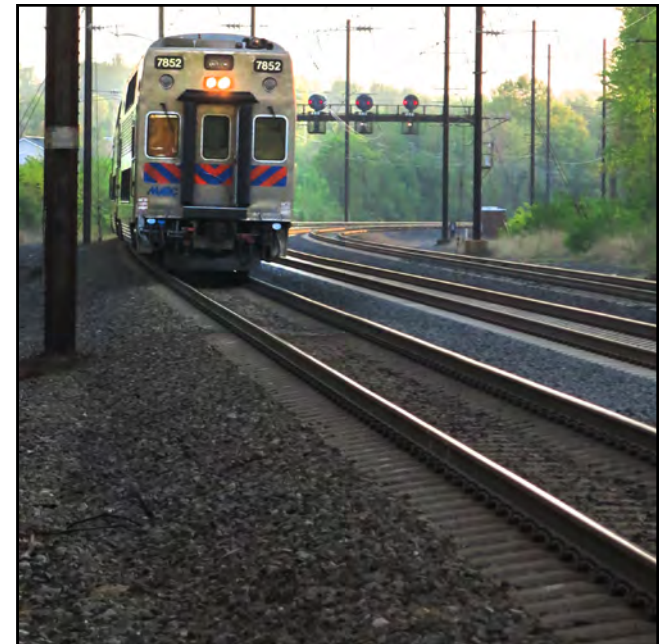
The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

Justification:

To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures.
- 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets.



**State Safety Oversight**

(Funding in Thousands)

Section 5329 (State Safety Oversight)

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,321	\$330	\$400	\$200	\$400	\$200	\$400	\$200	\$3,451
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,321	\$330	\$400	\$200	\$400	\$200	\$400	\$200	\$3,451
Total	\$1,321	\$330	\$400	\$200	\$400	\$200	\$400	\$200	\$3,451

Areawide Transportation Alternatives Projects

TIP ID	60-9903-29	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$38,600,000

Description:

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.

Justification:

Transportation enhancements are projects which add community and environmental value to the transportation system.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.



**Areawide Transportation Alternatives Projects**

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School)

Phase	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	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$9,600	\$2,400	\$4,000	\$1,000	\$4,000	\$1,000	\$34,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
PL	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$10,520	\$2,630	\$10,520	\$2,630	\$4,920	\$1,230	\$4,920	\$1,230	\$38,600
Total	\$10,520	\$2,630	\$10,520	\$2,630	\$4,920	\$1,230	\$4,920	\$1,230	\$38,600

Areawide Environmental Projects

TIP ID	60-9506-38	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$84,100,000

Description:

This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.

Justification:

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
- 5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.



**Areawide Environmental Projects**

(Funding in Thousands)

Highway Safety Improvement Program

Phase	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	Total Four-Year Funding Request
CON	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$560	\$140	\$560	\$140	\$560	\$140	\$560	\$140	\$2,800

**Areawide Environmental Projects**

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,400	\$800	\$2,400	\$800	\$1,200	\$400	\$1,200	\$400	\$9,600
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$4,080	\$1,220	\$4,080	\$1,220	\$2,080	\$620	\$2,080	\$620	\$16,000

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$8,000	\$2,000	\$8,000	\$2,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$1,200	\$300	\$600	\$150	\$600	\$150	\$4,500
PL	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$17,360	\$4,340	\$17,360	\$4,340	\$8,760	\$2,190	\$8,760	\$2,190	\$65,300
Total	\$22,000	\$5,700	\$22,000	\$5,700	\$11,400	\$2,950	\$11,400	\$2,950	\$84,100

National Electric Vehicle Infrastructure (NEVI)

TIP ID	60-2401-09	Year of Operation	2030
Agency	SHA - Regional	Project Type	Other
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	AZ3401	Est. Total Cost	\$29,054,000

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.

Justification:

To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

Connection to Long-Range Transportation Planning Goals:

5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.
5.E Implement Env. Responsible Trans. Solutions -- Reduce GHG emissions per state/local plans.
5.H Implement Env. Responsible Trans. Solutions -- Promote policies that encourage elect/alt. fuel vehicles and infrastructure.



**National Electric Vehicle Infrastructure (NEVI)**

(Funding in Thousands)

National Electric Vehicle Infrastructure

Phase	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	Total Four-Year Funding Request
CON	\$6,771	\$1,693	\$4,810	\$1,203	\$5,550	\$1,388	\$3,700	\$925	\$26,040
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$19	\$0	\$370	\$0	\$0	\$0	\$0	\$0	\$389
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,790	\$1,693	\$5,180	\$1,203	\$5,550	\$1,388	\$3,700	\$925	\$26,429

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3	\$1	\$69	\$23	\$0	\$0	\$0	\$0	\$96
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3	\$1	\$69	\$23	\$0	\$0	\$0	\$0	\$96
Total	\$6,793	\$1,694	\$5,249	\$1,226	\$5,550	\$1,388	\$3,700	\$925	\$26,525

Areawide Congestion Management

TIP ID	60-9504-04	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-21	Est. Total Cost	\$84,900,000

Description:

This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Justification:

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.



**Areawide Congestion Management**

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$3,200	\$800	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$3,440	\$860	\$2,640	\$660	\$1,360	\$340	\$1,360	\$340	\$11,000

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

Phase	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	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$9,000
OTH	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
ENG	\$240	\$60	\$240	\$60	\$120	\$30	\$120	\$30	\$900
PL	\$480	\$120	\$480	\$120	\$240	\$60	\$240	\$60	\$1,800
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$3,960	\$990	\$3,960	\$990	\$2,000	\$500	\$2,000	\$500	\$14,900

**Areawide Congestion Management**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$2,000	\$500	\$2,000	\$500	\$15,000
OTH	\$6,400	\$1,600	\$6,400	\$1,600	\$3,200	\$800	\$3,200	\$800	\$24,000
ENG	\$4,800	\$1,200	\$4,800	\$1,200	\$2,400	\$600	\$2,400	\$600	\$18,000
PL	\$480	\$120	\$480	\$120	\$240	\$60	\$240	\$60	\$1,800
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$15,720	\$3,930	\$15,720	\$3,930	\$7,880	\$1,970	\$7,880	\$1,970	\$59,000
Total	\$23,120	\$5,780	\$22,320	\$5,580	\$11,240	\$2,810	\$11,240	\$2,810	\$84,900

I-70: MD 32 to I-695

TIP ID	60-2301-41	Year of Operation	2032
Agency	SHA - Regional	Project Type	Preservation and improvements
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	I-70: 11.7 miles
CIP or CTP ID(s)	AZ2321	Est. Total Cost	\$9,226,000

Description:

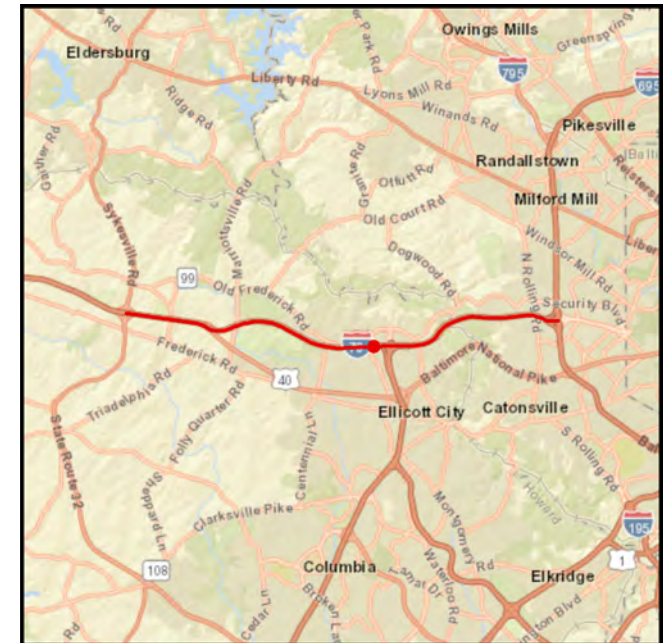
This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.

Justification:

This project improves safety and operations along I-70 and the connectivity to adjacent regional corridors.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.





SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

I-70: MD 32 to I-695

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$399	\$113	\$399	\$113	\$399	\$113	\$399	\$113	\$2,048
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$399	\$113	\$399	\$113	\$399	\$113	\$399	\$113	\$2,048

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$0	\$0	\$3,942
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$0	\$0	\$3,942
Total	\$1,424	\$402	\$1,424	\$402	\$1,424	\$402	\$399	\$113	\$5,990

Areawide Bridge Replacement And Rehabilitation

TIP ID	60-9310-13	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$275,200,000

Description:

This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Justification:

Will preserve existing structures, increase safety, and improve highway beautification.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$30,000	\$7,000	\$24,000	\$6,000	\$24,000	\$6,000	\$12,000	\$3,000	\$112,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3,400	\$2,200	\$1,600	\$400	\$1,600	\$400	\$2,400	\$600	\$12,600
PL	\$1,440	\$360	\$160	\$40	\$160	\$40	\$160	\$40	\$2,400
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Subtotal	\$35,000	\$9,600	\$25,920	\$6,480	\$25,920	\$6,480	\$14,720	\$3,680	\$127,800



SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$12,000	\$3,000	\$12,000	\$3,000	\$8,000	\$2,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8,000	\$2,000	\$4,800	\$1,200	\$4,800	\$1,200	\$4,000	\$1,000	\$27,000
PL	\$1,440	\$360	\$240	\$60	\$240	\$60	\$240	\$60	\$2,700
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
Subtotal	\$25,760	\$6,440	\$17,360	\$4,340	\$17,360	\$4,340	\$12,560	\$3,140	\$91,300
Total	\$60,760	\$16,040	\$43,280	\$10,820	\$43,280	\$10,820	\$27,280	\$6,820	\$219,100

Areawide Resurfacing And Rehabilitation

TIP ID	60-9501-11	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$451,500,000

Description:

This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Justification:

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

Phase	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	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$2,000	\$500	\$2,000	\$500	\$15,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$4,880	\$1,220	\$4,880	\$1,220	\$2,480	\$620	\$2,480	\$620	\$18,400



SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$64,000	\$16,000	\$64,000	\$16,000	\$32,000	\$8,000	\$32,000	\$8,000	\$240,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,400	\$600	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$9,000
PL	\$400	\$100	\$400	\$100	\$200	\$50	\$200	\$50	\$1,500
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Subtotal	\$66,960	\$16,740	\$66,960	\$16,740	\$33,560	\$8,390	\$33,560	\$8,390	\$251,300

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$52,000	\$13,000	\$40,000	\$10,000	\$20,000	\$5,000	\$20,000	\$5,000	\$165,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,400	\$600	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$9,000
PL	\$2,400	\$600	\$1,600	\$400	\$800	\$200	\$800	\$200	\$7,000
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
Subtotal	\$56,960	\$14,240	\$44,160	\$11,040	\$22,160	\$5,540	\$22,160	\$5,540	\$181,800
Total	\$128,800	\$32,200	\$116,000	\$29,000	\$58,200	\$14,550	\$58,200	\$14,550	\$451,500

Areawide Safety And Spot Improvements

TIP ID	60-9508-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$265,700,000

Description:

This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway &





SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	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	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$1,000	\$250	\$1,000	\$250	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$200	\$50	\$200	\$50	\$1,500
PL	\$400	\$100	\$400	\$100	\$200	\$50	\$200	\$50	\$1,500
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$2,840	\$710	\$2,840	\$710	\$1,440	\$360	\$1,440	\$360	\$10,700

Highway Safety Improvement Program

Phase	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	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$8,000	\$2,000	\$8,000	\$2,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$4,800	\$1,200	\$4,800	\$1,200	\$2,400	\$600	\$2,400	\$600	\$18,000
PL	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
ROW	\$400	\$100	\$400	\$100	\$200	\$50	\$200	\$50	\$1,500
Subtotal	\$22,800	\$5,700	\$22,800	\$5,700	\$11,400	\$2,850	\$11,400	\$2,850	\$85,500



SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$8,000	\$2,000	\$8,000	\$2,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$4,800	\$1,200	\$4,800	\$1,200	\$2,400	\$600	\$2,400	\$600	\$18,000
PL	\$800	\$200	\$800	\$200	\$400	\$100	\$400	\$100	\$3,000
ROW	\$1,200	\$300	\$1,200	\$300	\$600	\$150	\$600	\$150	\$4,500
Subtotal	\$22,800	\$5,700	\$22,800	\$5,700	\$11,400	\$2,850	\$11,400	\$2,850	\$85,500

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$6,000	\$1,500	\$6,000	\$1,500	\$45,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$7,200	\$1,800	\$7,200	\$1,800	\$3,600	\$900	\$3,600	\$900	\$27,000
PL	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
ROW	\$1,600	\$400	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,000
Subtotal	\$22,400	\$5,600	\$22,400	\$5,600	\$11,200	\$2,800	\$11,200	\$2,800	\$84,000
Total	\$70,840	\$17,710	\$70,840	\$17,710	\$35,440	\$8,860	\$35,440	\$8,860	\$265,700

Areawide Urban Reconstruction

TIP ID	60-9511-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$8,570,000

Description:

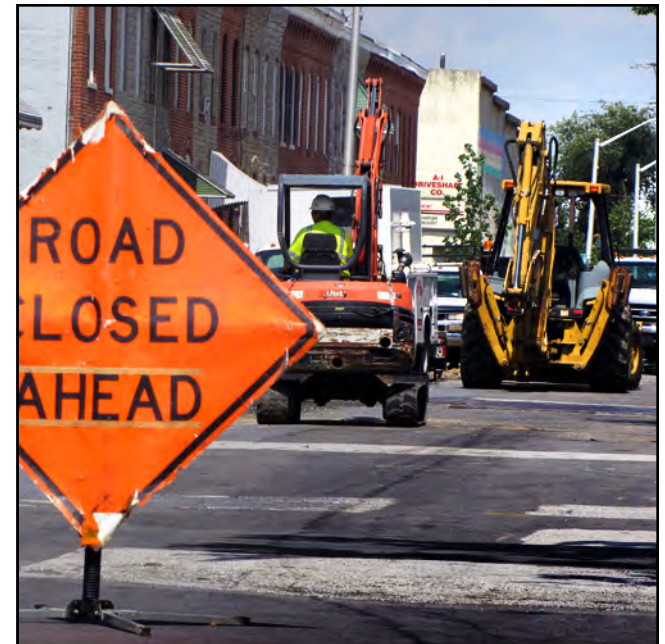
This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscapes, signs, and markings and lighting improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





SHA - Regional

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$20	\$5	\$20	\$5	\$20	\$5	\$20	\$5	\$100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,000	\$200	\$8	\$2	\$8	\$2	\$8	\$2	\$1,230
PL	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
Subtotal	\$1,028	\$207	\$36	\$9	\$36	\$9	\$36	\$9	\$1,370

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$120	\$30	\$120	\$30	\$120	\$30	\$120	\$30	\$600
Subtotal	\$1,440	\$360	\$1,440	\$360	\$1,440	\$360	\$1,440	\$360	\$7,200
Total	\$2,468	\$567	\$1,476	\$369	\$1,476	\$369	\$1,476	\$369	\$8,570

Morgan State University Transportation Research Program

TIP ID	60-0702-99	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$45,000

Description:

Transportation research, education and technology transfer activities involving university faculty, staff and students.

Justification:

The project will support research and solutions to real world transportation issues and meet state and federal transportation objectives.

Connection to Long-Range Transportation Planning Goals:

9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets.



**Morgan State University Transportation Research Program**

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45
Total	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45

MD 175: Sellner Road/Race Road to McCarron Court

TIP ID	61-1701-41	Year of Operation	2026
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 0.7 miles
CIP or CTP ID(s)	AA4363	Est. Total Cost	\$76,955,000

Description:

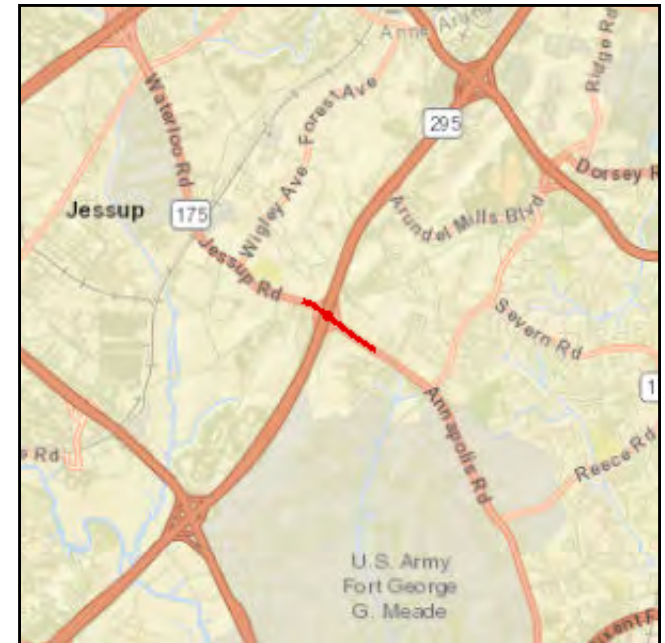
This project widens MD 175 from Sellner Road/Race Road to McCarron Court from two to six lanes, and reconfigures ramps in the NE and SW quadrants of the MD 295 interchange to create signalized left turns at MD 175. A shared use path on the south side of the road and bicycle compatible shoulders will extend from Race Road/Sellner Road to McCarron Court. The original project limits included the MD 175 segment from National Business Parkway to Sellner Road/Race Road. This segment was eliminated from the project to accommodate ongoing development in this area.

Justification:

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at Fort Meade.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive infrastructure.



**MD 175: Sellner Road/Race Road to McCarron Court**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$19,746	\$0	\$5,699	\$0	\$0	\$0	\$0	\$0	\$25,445
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$19,746	\$0	\$5,699	\$0	\$0	\$0	\$0	\$0	\$25,445
Total	\$19,746	\$0	\$5,699	\$0	\$0	\$0	\$0	\$0	\$25,445

MD 2: US 50 to Arnold Road

TIP ID	61-2301-41	Year of Operation	TBD
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 3 lanes, 1.25 miles
CIP or CTP ID(s)	AA9081	Est. Total Cost	\$4,254,500

Description:

This project will provide a continuous third lane on northbound MD 2 from US 50 to Arnold Road and sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design.

Justification:

This project will improve safety for vulnerable users and reduce congestion on MD 2.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

MD 2: US 50 to Arnold Road

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$280	\$70	\$50	\$24	\$0	\$0	\$0	\$0	\$424
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$280	\$70	\$50	\$24	\$0	\$0	\$0	\$0	\$424
Total	\$280	\$70	\$50	\$24	\$0	\$0	\$0	\$0	\$424

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

TIP ID	61-2302-41	Year of Operation	TBD
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	4 to 6 lanes, 1.60 miles
CIP or CTP ID(s)	AA0371	Est. Total Cost	\$24,700,500

Description:

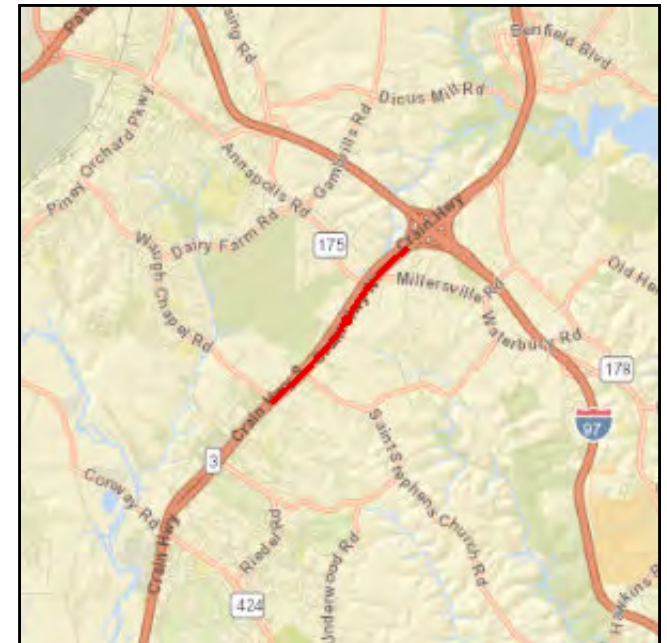
This project will provide a continuous third lane on northbound MD 3 from St. Stephens Church Road to MD 175, a continuous third lane on southbound MD 3 from the MD 32 Ramp to Waugh Chapel Road/Riedel Road, a shared use path along MD 3 from MD 175 to Waugh Chapel/Riedel Road, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2103-41. Construction is not currently funded. Anne Arundel County contributed \$411,000 for project design.

Justification:

This project will improve safety for vulnerable users and improve operations along MD 3.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$288	\$72	\$197	\$267	\$0	\$0	\$0	\$0	\$824
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$288	\$72	\$197	\$267	\$0	\$0	\$0	\$0	\$824
Total	\$288	\$72	\$197	\$267	\$0	\$0	\$0	\$0	\$824

MD 170: Norcross Lane to Wieker Road

TIP ID	61-2303-41	Year of Operation	TBD
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 0.83 miles
CIP or CTP ID(s)	AA1951	Est. Total Cost	\$18,413,303

Description:

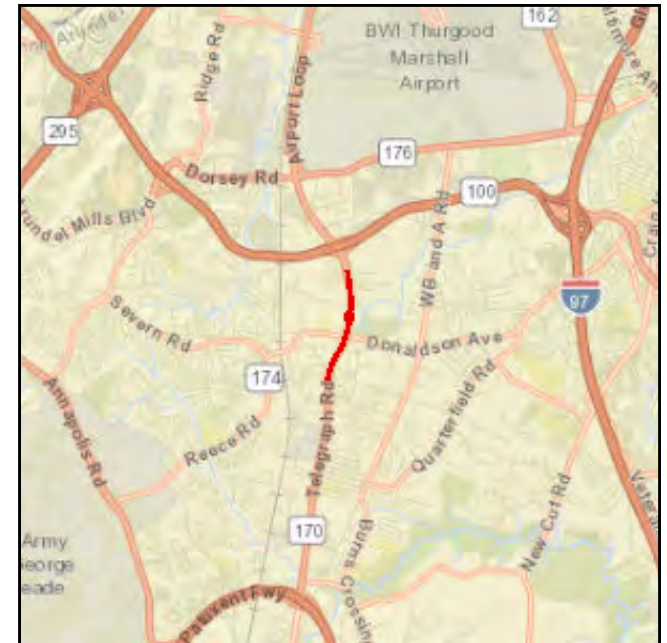
This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.

Justification:

This project will improve safety and operations along MD 170 from Norcross Lane to Wieker Road, including the MD 170/MD 174 intersection.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive infrastructure.





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

MD 170: Norcross Lane to Wieker Road

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$172	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$274
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$270	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$284
Subtotal	\$442	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$558
Total	\$442	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$558

I-97: US 50 to MD 32 TSMO

TIP ID	61-2305-41	Year of Operation	2030
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7 miles, TSMO improvements TBD
CIP or CTP ID(s)	AA9451	Est. Total Cost	\$51,366,000

Description:

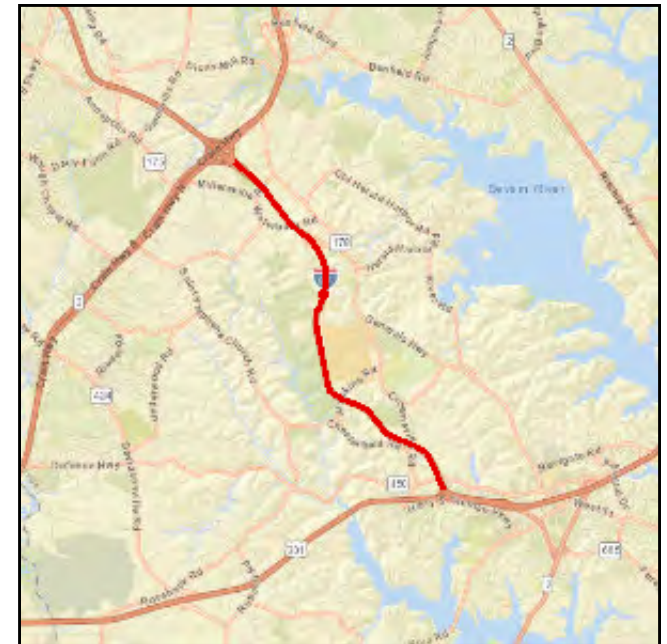
This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

Justification:

This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

Connection to Long-Range Transportation Planning Goals:

4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

I-97: US 50 to MD 32 TSMO

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,756	\$195	\$1,306	\$145	\$824	\$92	\$0	\$0	\$4,318
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,756	\$195	\$1,306	\$145	\$824	\$92	\$0	\$0	\$4,318
Total	\$1,756	\$195	\$1,306	\$145	\$824	\$92	\$0	\$0	\$4,318

MD 173: Bridge Replacement over Rock Creek

TIP ID	61-2101-13	Year of Operation	TBD
Agency	SHA - Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	AA373A	Est. Total Cost	\$5,328,000

Description:

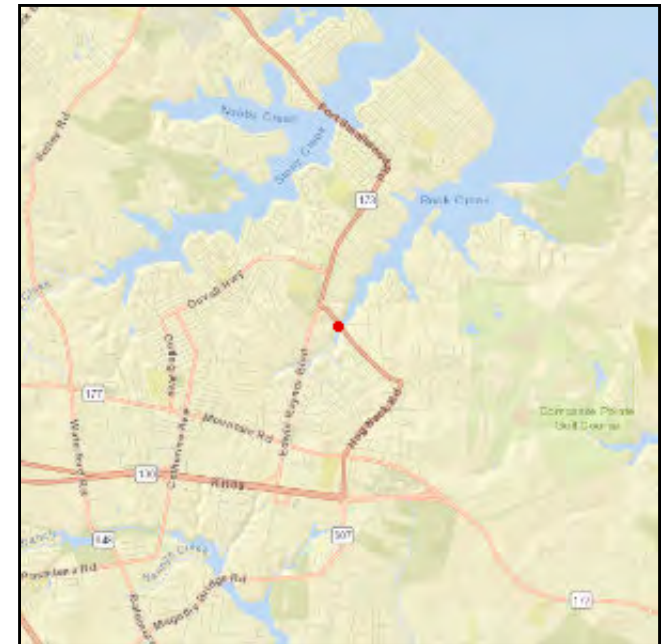
The project will replace bridge no. 0204600 over Rock Creek. The new bridge will maintain two 11' lanes along with 5' 5" bicycle compatible shoulders.

Justification:

The deteriorating bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

MD 173: Bridge Replacement over Rock Creek

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$90	\$22	\$34	\$9	\$0	\$0	\$0	\$0	\$155
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$90	\$22	\$34	\$9	\$0	\$0	\$0	\$0	\$155
Total	\$90	\$22	\$34	\$9	\$0	\$0	\$0	\$0	\$155

MD 100: Howard County Line to MD 170

TIP ID	61-2401-11	Year of Operation	2024
Agency	SHA - Anne Arundel County	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	3.8 miles
CIP or CTP ID(s)	AA8061	Est. Total Cost	\$11,914,000

Description:

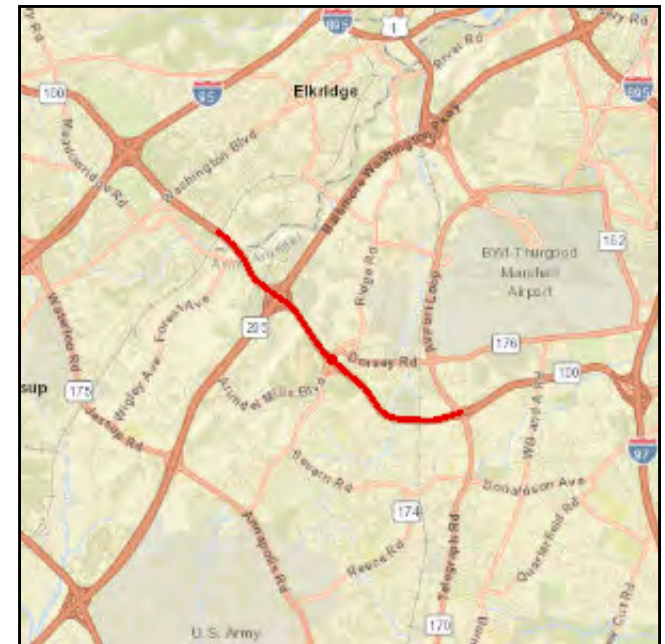
Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170. The work includes patching, milling, and resurfacing the existing pavement, upgrades to the existing traffic barrier, select upgrades to the existing ground mounted signage, and storm drain repairs.

Justification:

This project will extend the useful lifespan of the roadway while enhancing the quality of travel along the corridor.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Anne Arundel County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

MD 100: Howard County Line to MD 170

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$1,691	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,691
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,691	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,691
Total	\$1,691	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,691

I-795: Dolfield Boulevard Interchange

TIP ID	63-0803-46	Year of Operation	2032
Agency	SHA - Baltimore County	Project Type	New interchange
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	Full Interchange
CIP or CTP ID(s)	BA4511	Est. Total Cost	\$143,654,000

Description:

Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound offramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

Justification:

This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

I-795: Dolfield Boulevard Interchange

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,350	\$150	\$1,350	\$150	\$675	\$75	\$450	\$50	\$4,250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$3,598	\$400	\$3,998
Subtotal	\$1,350	\$150	\$1,350	\$150	\$675	\$75	\$4,048	\$450	\$8,248
Total	\$1,350	\$150	\$1,350	\$150	\$675	\$75	\$4,048	\$450	\$8,248

I-695: US 40 to MD 144

TIP ID	63-1601-41	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	3 to 4 lanes, 1.2 miles
CIP or CTP ID(s)	BA7271	Est. Total Cost	\$124,251,000

Description:

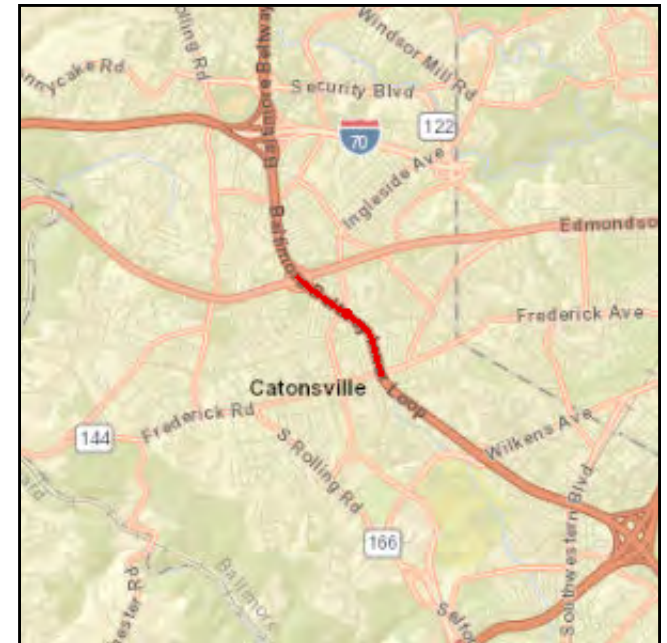
This project will widen the I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from south of Shady Nook Avenue to US 40 as part of this project. The roadway opened to traffic in summer 2021. Construction of the noise barrier is underway and expected to be complete in Summer 2024.

Justification:

This project will provide additional capacity and improve safety and operations on this segment of I-695.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

I-695: US 40 to MD 144

(Funding in Thousands)

Other

Phase	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	Total Four-Year Funding Request
CON	\$0	\$336	\$0	\$0	\$0	\$0	\$0	\$0	\$336
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$336	\$0	\$0	\$0	\$0	\$0	\$0	\$336
Total	\$0	\$336	\$0	\$0	\$0	\$0	\$0	\$0	\$336

I-695: I-70 to MD 43

TIP ID	63-1802-41	Year of Operation	2026
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	6 to 8 lanes, 19 miles
CIP or CTP ID(s)	BA0061	Est. Total Cost	\$178,642,000

Description:

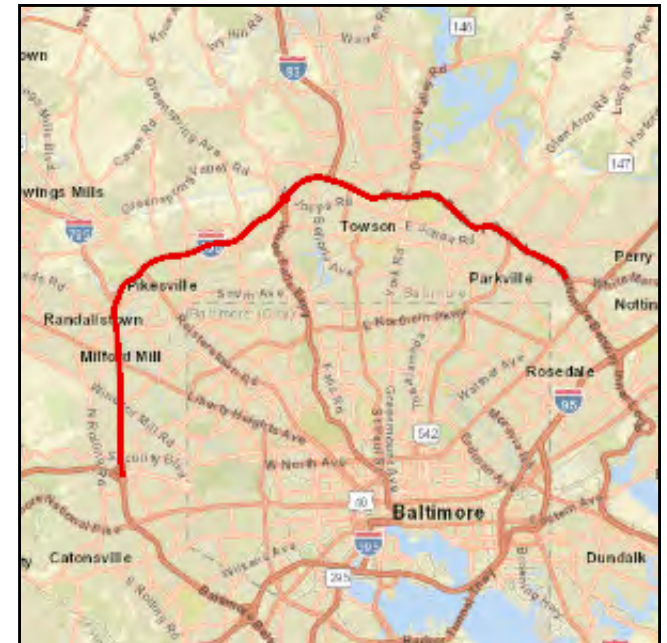
The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

Justification:

I-695 experiences considerable congestion in the morning and evening peak commuting periods. Additionally, the facility frequently experiences non-recurring congestion. Once complete, the project will improve nine congestion bottlenecks, improve safety, reduce potential and duration for incidents, and offer estimated time savings of up to 34 minutes for morning commuters traveling on the I-695 outer loop between Overlea and Catonsville, and 21 minutes for evening commuters traveling on the I-695 inner loop between Catonsville and Overlea.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state & local plans that reduce trans. related inj./fatalities.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Capacity
National Highway System

I-695: I-70 to MD 43

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$41,823	\$52	\$6,061	\$8	\$0	\$0	\$0	\$0	\$47,944
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$41,823	\$52	\$6,061	\$8	\$0	\$0	\$0	\$0	\$47,944
Total	\$41,823	\$52	\$6,061	\$8	\$0	\$0	\$0	\$0	\$47,944

US 40: Bridge Replacements over Little & Big Gunpowder Falls

TIP ID	63-1706-13	Year of Operation	2023
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$32,909,000

Description:

This project will replace and widen the superstructure on bridge nos. 0303403 and 0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridge nos. 0303503 and 0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12' lanes on each bridge, as well as 4' inside shoulders and 10' outside shoulders to match the approach roadways.

Justification:

The existing bridges, built in 1935, are rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

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

Phase	FY 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	Total Four-Year Funding Request
CON	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
Total	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130

I-695: Bridge Replacement on Putty Hill Avenue

TIP ID	63-2002-13	Year of Operation	2027
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	BA1451	Est. Total Cost	\$20,125,000

Description:

This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.

Utility work now anticipated to begin in mid-2024 and be completed by the end of 2025. Bridge construction now anticipated to begin in early 2026 and be completed by the end of 2027. This schedule has been confirmed with the project manager and does not reflect the final CTP.

Justification:

The existing bridge, built in 1961, is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

I-695: Bridge Replacement on Putty Hill Avenue

(Funding in Thousands)

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

Phase	FY 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	Total Four-Year Funding Request
CON	\$3,597	\$271	\$4,224	\$290	\$4,861	\$310	\$2,451	\$156	\$16,160
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,597	\$271	\$4,224	\$290	\$4,861	\$310	\$2,451	\$156	\$16,160
Total	\$3,597	\$271	\$4,224	\$290	\$4,861	\$310	\$2,451	\$156	\$16,160

I-695: Reconstruction of Interchange at I-70

TIP ID	63-2201-12	Year of Operation	2029
Agency	SHA - Baltimore County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	TBD
CIP or CTP ID(s)	BA0062	Est. Total Cost	\$275,432,000

Description:

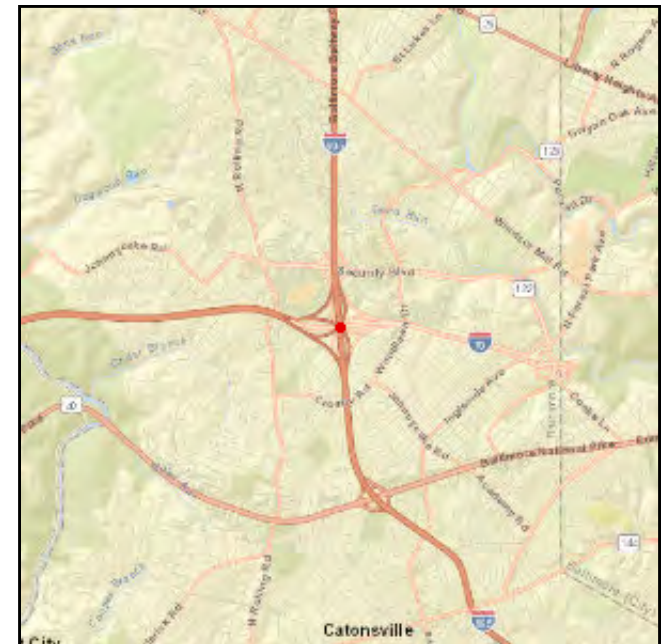
This project will reconstruct the interchange at I-695 and I-70 and replace the existing bridges within the interchange. The ultimate configuration will be determined through the design build process. This project uses federal funding due to toll credits.

Justification:

This project will address capacity, safety and operation of the I-695/I-70 interchange.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

I-695: Reconstruction of Interchange at I-70

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$14,983	\$789	\$44,237	\$2,328	\$62,337
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$685	\$47	\$685	\$47	\$0	\$0	\$0	\$0	\$1,464
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$685	\$47	\$685	\$47	\$14,983	\$789	\$44,237	\$2,328	\$63,801
Total	\$685	\$47	\$685	\$47	\$14,983	\$789	\$44,237	\$2,328	\$63,801

I-95/I-695 Interchange Bridge Deck Replacement

TIP ID	63-2202-13	Year of Operation	2026
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	BA3532	Est. Total Cost	\$40,679,000

Description:

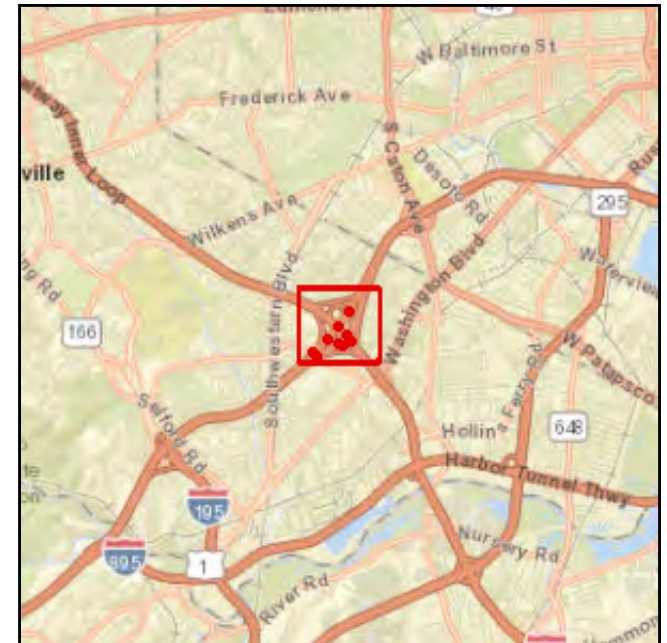
This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements. The use of 100% federal funding in FY 2025-2026 is enabled by toll credits.

Justification:

This project will address concrete bridge decks before they reach a deteriorated state and upgrade existing parapets to meet current safety criteria.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Baltimore County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

I-95/I-695 Interchange Bridge Deck Replacement

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$8,359	\$0	\$4,895	\$0	\$0	\$0	\$0	\$0	\$13,254
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$277	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$296
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,636	\$19	\$4,895	\$0	\$0	\$0	\$0	\$0	\$13,550
Total	\$8,636	\$19	\$4,895	\$0	\$0	\$0	\$0	\$0	\$13,550

MD 97: MD 140 to MD 496 Corridor Study

TIP ID	64-2302-41	Year of Operation	TBD
Agency	SHA - Carroll County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.4 miles
CIP or CTP ID(s)	CL3771	Est. Total Cost	\$504,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.

Justification:

This roadway provides direct access to the Carroll County Regional Airport, industrial parks, and growing economic development opportunities within the corridor.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive



**MD 97: MD 140 to MD 496 Corridor Study**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$32	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$37
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$37
Total	\$32	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$37

MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

TIP ID	64-2201-13	Year of Operation	2025
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	CL1721	Est. Total Cost	\$14,572,000

Description:

This project replaces bridge no. 06020 over the North Branch Patapsco River and bridge no. 06047 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders.

Justification:

The existing bridges, constructed in 1965, are currently in fair condition but are at risk of becoming poor-rated in the near future.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, & safe access to transit amenities.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$4,462	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,464
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Subtotal	\$4,462	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465
Total	\$4,462	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465

MD 32: 2nd Street to Main Street

TIP ID	64-2301-12	Year of Operation	2026
Agency	SHA - Carroll County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	Lanes vary, 0.5 miles
CIP or CTP ID(s)	CL5031	Est. Total Cost	\$7,536,000

Description:

This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

Justification:

This project will improve operations and safety along MD 32 from 2nd Street to Main Street. MD 32 is a main commuter route linking Carroll County with I-70 and the Baltimore-Washington Region. The project is essential for advancing economic development opportunities in southeastern Carroll County. Reducing the turning movements through conversion to right-ins/right-outs and providing channelization will limit conflict points, enhancing safety. Lengthening of auxiliary lanes will provide longer refuge areas, reducing the potential for rear-end collisions.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming





SHA - Carroll County

2025 - 2028 Transportation Improvement Program

Highway Preservation
National Highway System

MD 32: 2nd Street to Main Street

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$600
Total	\$400	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$600

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

TIP ID	65-2301-31	Year of Operation	2030
Agency	SHA - Harford County	Project Type	Noise barriers
Project Category	Environmental/Safety	Functional Class	Other Freeway & Expressways
Conformity Status	Exempt	Physical Data	0.4 Miles
CIP or CTP ID(s)	HA3488	Est. Total Cost	\$5,883,000

Description:

This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Construction funding will be programmed at a later date.

Justification:

This Type 1A noise abatement project is needed to mitigate the impacts associated with the BRAC improvement projects.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.





SHA - Harford County

2025 - 2028 Transportation Improvement Program

Environmental/Safety
National Highway System

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$226	\$64	\$0	\$0	\$0	\$0	\$0	\$0	\$290
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$226	\$64	\$0	\$0	\$0	\$0	\$0	\$0	\$290
Total	\$226	\$64	\$0	\$0	\$0	\$0	\$0	\$0	\$290

MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G

TIP ID	65-1601-12	Year of Operation	2025
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	1.8 Miles
CIP or CTP ID(s)	HA3342	Est. Total Cost	\$8,923,000

Description:

MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900' south of Sharon Road to 1,700' north of Ferncliff Lane.

Justification:

The purpose of this project is to improve road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.



**MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G**

(Funding in Thousands)

Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation

Phase	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	Total Four-Year Funding Request
CON	\$3,245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,245
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,245

**MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
Subtotal	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
Total	\$3,328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,328

US 1: Bridge Replacements at Tollgate Road and Winters Run

TIP ID	65-2101-13	Year of Operation	2028
Agency	SHA - Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	Tollgate Road: 3 to 3 lanes; Winters Run: 2 to 2 lanes
CIP or CTP ID(s)	HA1051	Est. Total Cost	\$18,036,000

Description:

The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12' lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12' lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.

Justification:

The existing bridges, built in 1963, are rated in poor condition. The project will provide an improved Harford County trail along Tollgate Road and grading for a future trail along Winters Run.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway & transit systems through performance based planning & programming.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.



**US 1: Bridge Replacements at Tollgate Road and Winters Run**

(Funding in Thousands)

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

Phase	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	Total Four-Year Funding Request
CON	\$7,163	\$377	\$7,576	\$398	\$0	\$0	\$0	\$0	\$15,514
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,163	\$377	\$7,576	\$398	\$0	\$0	\$0	\$0	\$15,514
Total	\$7,163	\$377	\$7,576	\$398	\$0	\$0	\$0	\$0	\$15,514

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

TIP ID	66-1703-41	Year of Operation	2022
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7563	Est. Total Cost	\$135,839,000

Description:

This project will widen MD 32 in both directions from a two-lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is Phase 2 of a design build project on MD 32 from MD 108 to I-70. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) opened to traffic in 2019. Phase 2 opened to traffic in summer 2022. The remaining funding is needed for the construction of Type 1 noise abatement improvements for Phase 2, which are to extend from south of West Ivory Road to North of River Valley Chase.

Justification:

The project will address congestion and safety problems experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 7.D Promote Prosperity & Econ. Ops -- Invest in trans. infrastructure that improves access to econ.



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

(Funding in Thousands)

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

Phase	FY 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	Total Four-Year Funding Request
CON	\$1,540	\$943	\$915	\$561	\$307	\$16	\$2,811	\$148	\$7,241
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$25	\$0	\$50	\$0	\$35	\$0	\$0	\$110
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$274	\$45	\$163	\$27	\$0	\$0	\$0	\$0	\$509
Subtotal	\$1,814	\$1,013	\$1,078	\$638	\$307	\$51	\$2,811	\$148	\$7,860
Total	\$1,814	\$1,013	\$1,078	\$638	\$307	\$51	\$2,811	\$148	\$7,860

MD 18B: Castle Marina Road to the Kent Narrows Corridor Study

TIP ID	67-2301-41	Year of Operation	TBD
Agency	SHA - Queen Anne's County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2.5 Miles
CIP or CTP ID(s)	QA3061	Est. Total Cost	\$502,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Road to the Kent Narrows.

Justification:

The roadway serves as an ad hoc route for regional traffic bypassing queues on US 50, resulting in increased demand on the local road network.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies.
- 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming
- 7.E Promote Prosperity & Econ. Ops -- Coordinate with communities to provide context-sensitive



**MD 18B: Castle Marina Road to the Kent Narrows Corridor Study**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	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	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$32	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$40
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Total	\$32	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$40

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

BALTIMORE METROPOLITAN COUNCIL

**Mike Kelly
Executive Director**

**Todd Lang
Director, Transportation Planning**

**Regina Aris
Assistant Director & Manager of Policy Development**

**Keith Kucharek
TIP Project Manager**

CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
ANNAPOLIS	Kwaku Duah, Deputy Director, Department of Transportation
ANNE ARUNDEL COUNTY	Sam Snead, Director of Transportation
BALTIMORE CITY	Stuart Sirota, Interim Deputy Director, Planning
BALTIMORE COUNTY	Angelica Daniel, Chief, Bureau of Transportation
CARROLL COUNTY	Chris Letnaunchyn, Chief, Bureau of Engineering
HARFORD COUNTY	Alex Rawls, Senior Transportation Planner
HOWARD COUNTY	David Cookson, Planning Manager
QUEEN ANNE’S COUNTY	Steve Cohoon, Public Facilities Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek, Acting Director
Maryland Transit Administration (Commuter Rail and Transit)	Erika Falk, Capital Program Analyst, Capital Programming Kisha Joiner, Acting Manager of Capital Programming
State Highway Administration	Tara Penders, Assistant Division Chief, Regional and Intermodal Planning Division (RIPD) Tavon Hawkins, Regional Planner, RIPD Benjamin Allen, Regional Planner, RIPD
Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Eric Leshinsky, Chief Comprehensive Planning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice Chair) County Executive	Sam Snead, Transportation Officer Office of Transportation Planning
CITY OF BALTIMORE	Hon. Brandon Scott Mayor	Corren Johnson, Director Department of Transportation
BALTIMORE COUNTY	Hon. John Olszewski, Jr. County Executive	Anthony Russell, Acting Deputy Director Department of Public Works and Transportation
CARROLL COUNTY	Hon. Ed Rothstein County Commissioner	Mary Lane, Transportation Planner Department of Planning
HARFORD COUNTY	Hon. Bob Cassilly County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Clarence (Trey) Dickerson III, Administrator Office of Transportation
QUEEN ANNE'S COUNTY	Hon. James Moran (Chair) County Commissioner	Steve Cohoon, Public Facilities Planner Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Paul J. Wiedefeld Secretary	Geoff Anderson, Chief Planning, Programming and Delivery
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Jason Quan, General Manager Regional Transportation Agency of Central Maryland	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Serena McIlwain Secretary	Chris Hoagland, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rebecca Flora Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Ms. Holly Arnold Administrator	Elizabeth Gordon, Director Planning, Programming and Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Brian Ulrich, Transportation Planner
BALTIMORE CITY	Stuart Sirota, Interim Deputy Director, Planning
BALTIMORE COUNTY	Angelica Daniel, Bureau Chief of Transportation
CARROLL COUNTY	Clare Stewart, Transportation Planner
HARFORD COUNTY	Samuel Kahl, Office of the Director
HOWARD COUNTY	David Cookson, Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon, Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah, Deputy Director, Department of Transportation
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek, Acting Director
Maryland Transit Administration	Jade Clayton, Manager of Project Development
State Highway Administration	Tara Penders, Assistant Division Chief, Regional and Intermodal Planning Division (RIPD) Tavon Hawkins, Regional Planner, RIPD Benjamin Allen, Regional Planner, RIPD
Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Catherine Salarano, Natural Resources Planner
MARYLAND DEPARTMENT OF PLANNING	Ken Choi, Manager of Geospatial & Data Analysis

APPENDIX B

DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

Criteria for prioritizing projects in the TIP

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements FAST Act Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

FY 2025 – 2028 Transportation Improvement Program Prioritization

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Annapolis Projects														
Annapolis Electric Passenger Ferry Pilot Program	X	X	X		X			X						X
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Hanover Road Bridge over Deep Run	X			X										X
Conway Road Bridge over Little Patuxent River	X			X										X
Jacobs Road Bridge over Severn Run	X			X										X
Culvert Invert Paving	X			X										X
Town Center Boulevard over Tributary of Severn Run	X			X										X
Patuxent Road Bridge over Little Patuxent River	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
EV Charging Stations and Other Green Technology		X						X						
Odenton MARC TOD	X					X		X						X
Baltimore City Projects														
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	X			X				X				X		X
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	X			X				X		X	X			X
2022 Pedestrian & Roadway Safety Improvements	X	X									X			
2023 Pedestrian & Roadway Safety Improvements	X	X									X			
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	X			X				X		X				
Communications Upgrade - Wireless	X									X				
Baltimore City Greenway Trail Network – Eastern Segment	X	X		X	X			X			X	X		X
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Perring Parkway Ramp over Herring Run	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Wilkens Avenue Bridge over Gwynns Falls	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		X	X		X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X							X			X
Moore's Run Bridge Replacements	X			X							X			X
1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region							8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety							

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	X			X										X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X							X			X
25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				
Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
West Patapsco Avenue from Magnolia Ave to Potee Street	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E Ordance Rd	X			X	X						X			X
Waterview Avenue over Ramp to 295	X			X							X			X
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	X			X	X						X			X
West North Avenue Pedestrian Safety Improvements from Mt. Royal Avenue to Hilton Street	X			X							X			X

1. Preserves the regional transportation system
 2. Implements emission reduction measures
 3. Reduces congestion and prevents congestion in new areas
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 7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
 9. Facilitates transit and/or alternatives to the single occupant vehicle
 10. Implements transportation system management strategies
 11. Improves pedestrian safety and access
 12. Improves bicycle safety and access
 13. Permits timely advancement and continuity of projects
 14. Enhances transportation safety

TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	X			X	X						X			X
25 th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29 th Street	X			X	X						X			X
Johnston Square Improvements	X			X	X						X			X
Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	X			X	X						X			X
Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	X			X	X						X			X
Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	X			X	X						X			X
Russell Street Viaduct Bridge Replacement	X			X							X			X
Kelly Avenue Bridge Replacement	X			X							X			X
Hawkins Point Bridge over CSX Railroad	X			X							X			X
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X							X			X
Lansdowne Boulevard Bridge No. B-0113 over CSX	X			X							X			X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X							X			X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Road	X			X							X			X
<div> <div> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region </div> <div> 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety </div> </div>														

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Baltimore County Bridge Inspection Program	X			X										X
Carroll County Projects														
Stone Chapel Road over Little Pipe Creek	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Patapsco Road Bridge over East Branch Patapsco River	X			X										X
Woodbine Road over South Branch Patapsco River	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Aberdeen Transit Oriented Development Station Square Project	X	X	X	X		X		X	X		X			X
Woodley Road Extension to MD 715	X					X								X
Perryman Access – Mitchell Lane	X			X		X								X
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glennville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X

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 13. Permits timely advancement and continuity of projects
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Hookers Mill Road Bridge #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Moore's Road Bridge #78 over a tributary to Gunpowder Falls	X			X										X
Hess Road Bridge #81 over Yellow Branch	X			X										X
Cullum Road Bridge #12 over Tributary to James Run	X			X										X
Chestnut Hill Road Bridge #41 over Cabbage Branch	X			X										X
Bridge Painting	X													X
Stafford Road Bridge #19 over Herring Run	X			X										X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	X	X		X	X	X		X			X	X		X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X		X	X		X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	X			X										X

1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety
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Maryland Transportation Authority Projects														
Francis Scott Key Bridge Reconstruction	X		X			X	X							X
I-95 Fort McHenry Tunnel: I-95 Access Study	X		X	X		X	X							X
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	X	X	X	X						X				X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X				X
I-95 Southbound Part-Time Shoulder Usage	X		X	X			X			X				X
Maryland Port Administration Projects														
Dundalk Marine Terminal Resiliency and Flood Mitigation				X				X						
Port of Baltimore Rail Capacity Modernization Project		X						X						X
Howard Street Tunnel	X			X		X	X							X
Maryland Transit Administration Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing – Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X			X		X		X	X					X
1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region							8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 10. Implements transportation system management strategies 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety							

Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X			X		X		X	X					X
Eastern Bus Facility	X	X		X				X	X					X
Zero Emission Infrastructure and Rolling Stock	X	X		X				X	X					X
Rural Transit Systems – Operating Assistance		X		X		X		X	X					
Baltimore Penn Station Multimodal Investments	X	X	X	X				X	X					X
Penn-Camden Connector	X	X	X	X				X	X					X
Baltimore City Ferry Service Improvements	X	X	X			X		X						
Red Line	X	X		X				X	X					
Mondawmin Transit Hub	X	X	X	X				X	X					X
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X	X	X					X
MARC Improvements	X	X		X	X	X	X	X	X					X
MARC Facilities	X			X		X	X	X	X					X
Martin Airport – All Stations Accessibility Program	X	X	X	X				X	X					X
Office of the Secretary Projects														
State Safety Oversight				X										X
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X	X	X	X		X	X		X
Areawide Environmental Projects	X	X		X	X			X			X	X		
National Electric Vehicle Infrastructure (NEVI)	X	X		X				X						
Areawide Congestion Management	X	X	X	X				X		X				X

1. Preserves the regional transportation system
 2. Implements emission reduction measures
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I-70: MD 32 TO I-695 (Formerly TSMO System 1)	X			X						X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X							X			X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	
SHA Projects – Anne Arundel County														
MD 175: Sellner Road/Race Road to McCarron Court	X		X	X	X	X					X	X		X
MD 2: US 50 to Arnold Road	X		X	X	X	X					X	X		X
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	X		X	X	X	X					X	X		X
MD 170: Norcross Lane to Wieker Road	X		X	X	X	X					X	X		X
I-97: US 50 to MD 32 TSMO	X		X	X						X				X
MD 173: Bridge Replacement over Rock Creek	X			X								X		X
MD 100: Howard County Line to MD 170	X		X	X										X
SHA Projects – Baltimore County														
I-795: Dolfield Boulevard Interchange	X		X	X										X
I-695: US 40 to MD 144	X		X	X										X
I-695: I-70 to MD 43	X		X	X						X				X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
I-695: Bridge Replacement on Putty Hill Avenue	X			X							X	X		X
I-695: Reconstruction of Interchange at I-70	X		X	X										X

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I-95/I-695 Interchange Bridge Deck Replacement	X			X										X
SHA Projects – Carroll County														
MD 97: MD 140 to MD 496 Corridor Study	X		X	X		X	X							X
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	X			X								X		X
MD 32: 2 nd Street to Main Street	X		X	X										X
SHA Projects – Harford County														
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	X			X				X						
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
US 1: Bridge Replacement at Tollgate Road and Winters Run	X			X								X		X
SHA Projects – Howard County														
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
SHA Projects – Queen Anne’s County														
MD 18B: Castle Marina Road to the Kent Narrow: Corridor Study	X		X	X		X	X							X

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Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Agency	TIP ID	Project Name	TIP Evaluation Criteria Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	LRTP Goals	LRTP Performance Measures / Targets To conserve space, a list of adopted performance measures and targets follows this table.
Annapolis	18-2401-99	Annapolis Electric Passenger Ferry Pilot Program	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve Accessibility ¹ Implement Environmentally Responsible Transportation Solutions ²	System Performance – Congestion System Performance – Emissions
Anne Arundel County	11-2501-05	EV Charging Stations and Other Green Technology	2. Implements emission reduction measures	Implement Environmentally Responsible Transportation Solutions	System Performance – Emissions
Anne Arundel County	11-2502-55	Odenton MARC TOD	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve Accessibility Implement Environmentally Responsible Transportation Solutions Promote Prosperity and Economic Opportunity	System Performance – Emissions System Performance – Congestion
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas	Increase Mobility ³ Promote Prosperity and Economic Opportunity ⁴	System Performance – Congestion
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure ⁵ Improve System Safety ⁶	Bridge Condition

¹ Improve Accessibility: Identify and support multimodal options and systems that promote equity, are resilient and sustainable and enable all individuals to reach their destinations safely and seamlessly.

² Implement Environmentally Responsible Transportation Solutions: Pass on to future generations the healthiest natural and human environment possible.

³ Increase Mobility: Help people and freight to move reliably and efficiently.

⁴ Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

⁵ Improve and Maintain the Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

⁶ Improve System Safety: Reduce the number of crashes, injuries and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2105-13	Hanover Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2106-13	Conway Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2107-13	Jacobs Road Bridge over Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2401-13	Culvert Invert Paving	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2402-13	Town Center Boulevard Bridge over Tributary to Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	1-2403-13	Patuxent Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2404-13	Governor's Bridge Road Bridge over Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Anne Arundel County	11-2101-66	Parole Transportation Center	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment ⁷ Improve Accessibility ⁸ Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2301-39	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2303-25	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2505-39	2022 Pedestrian & Roadway Safety Improvements	11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	System Performance – Emissions
Baltimore City	12-2506-39	2023 Pedestrian & Roadway Safety Improvements	11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	System Performance – Emissions

⁷ Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

⁸ Improve Accessibility: Help people of all ages and abilities to access specific destinations.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability
Baltimore City	12-1701-04	Transportation Management Center Upgrade	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁹	System Performance – Congestion System Performance – Reliability
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2304-07	Communications Upgrades – Wireless	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security	System Performance – Congestion System Performance – Reliability

⁹ Improve System Security: Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and man-made disasters.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2406-03	Baltimore City Greenway Trail Network – Eastern Segment	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Implement Environmentally Responsible Trans. Solutions Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1403-13	Wilkens Avenue Bridge over Gwynns Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1603-13	Moore's Run Bridge Replacements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2002-13	41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making ¹⁰	No performance measures specifically addressing implementation of a performance-based management program

¹⁰ Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-2009-13	Howard Street over I-83, CSX, Amtrak and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2011-11	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2012-11	West Patapsco Avenue from Magnolia Avenue to Potee Street	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordinance Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2015-13	Waterview Avenue over Ramp to 295	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2302-11	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2401-03	West North Avenue Pedestrian Safety Improvements from Mt. Royal Avenue to Hilton Street	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2402-11	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2403-11	25 th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29 th Street	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2404-11	Johnston Square Improvements	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2405-11	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2501-11	Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2502-11	Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2503-13	Russell Street Viaduct Bridge Replacement	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2504-13	Kelly Avenue Bridge Replacement	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-9903-13	Hawkins Point Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1701-13	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2501-13	Woodbine Road over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2405-55	Aberdeen Transit Oriented Development Station Square Project	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve Accessibility Implement Environmentally Responsible Transportation Solutions Promote Prosperity and Economic Opportunity	System Performance – Emissions System Performance – Congestion

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2403-14	Woodley Road Extension to MD 715	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety	Highway Safety System Performance – Congestion
Harford County	15-2502-14	Perryman Access – Mitchell Lane	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety	Highway Safety System Performance – Congestion
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-2101-13	Madonna Road Bridge #113 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2102-13	St. Clair Bridge Road Bridge #100 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2103-13	Stafford Road Bridge #162 over Buck Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2201-13	Moore's Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2401-13	Cullum Road Bridge #12 over Tributary to James Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2402-13	Chestnut Hill Road Bridge #41 over Cabbage Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2404-14	Bridge Painting	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2501-13	Stafford Road Bridge #19 over Herring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Howard County	16-2301-03	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Howard County	16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Maryland Transportation Authority	22-2401-44	Francis Scott Key Bridge Reconstruction	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition Increase Mobility
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel: I-95 Access Study	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Transportation Authority	22-2201-19	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lanes Northbound Extension	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation	<ul style="list-style-type: none"> 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve System Security 	<ul style="list-style-type: none"> System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	<ul style="list-style-type: none"> 1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Port Administration	30-2301-83	Port of Baltimore Rail Capacity Modernization Project	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Freight
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-2301-65	Eastern Bus Facility	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-2302-63	Zero Emission Infrastructure and Rolling Stock	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	42-2402-64	Baltimore Penn Station Multimodal Investments	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Implement Environmentally Responsible Trans. Solutions	System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	42-2403-64	Penn-Camden Connector	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Implement Environmentally Responsible Trans. Solutions	System Performance – Emissions Transit Asset Management
MTA – Transit	42-2401-99	Baltimore City Ferry Service Improvements	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Implement Environmentally Responsible Trans. Solutions	System Performance – Emissions
MTA – Transit	40-2501-67	Red Line	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Implement Environmentally Responsible Trans. Solutions	System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	42-2501-65	Mondawmin Transit Hub	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Implement Environmentally Responsible Trans. Solutions	System Performance – Emissions Transit Asset Management
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Commuter Rail	73-2401-64	Martin Airport – All Stations Accessibility Program	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Implement Environmentally Responsible Trans. Solutions Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	Transit Safety
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9506-38	Areawide Environmental Projects	2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
SHA: Areawide		National Electric Vehicle Infrastructure (NEVI)	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment	System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve System Safety Increase Mobility Promote Informed Decision Making	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
SHA Areawide	60-2301-41	I-70: MD 32-I-695 (Formerly TSMO System 1	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Increase Mobility Increase Mobility - Apply mobility related management and operations techniques	Highway Safety System Performance – Congestion
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders ¹¹ Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1701-41	MD 175: Sellner Road/Race Road to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-2301-41	MD 2: US 50 to Arnold Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure ¹² Improve System Safety ¹³ Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2302-41	MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2303-41	MD 170: Norcross Lane to Wieker Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion

¹¹ Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.

¹² Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

¹³ Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Anne Arundel County	61-2305-41	I-97: US 50 to MD 32 TSMO	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Increase Mobility Increase Mobility - Apply mobility related management and operations techniques	Highway Safety System Performance – Congestion
SHA: Anne Arundel County	61-2101-13	MD 173: Bridge Replacement over Rock Creek	1. Preserves the regional transportation system 12. Improve bicycle safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Anne Arundel County	61-2401-11	MD 100: Howard County Line to MD 170	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	2. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	Bridge Condition
SHA: Baltimore County	63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Baltimore County	63-2201-12	I-695: Reconstruction of Interchange at I-70	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore Count	63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Carroll County	64-2302-41	MD 97: MD 140 to MD 496 Corridor Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve System Safety Increase Mobility	Highway Safety System Performance – Congestion System Performance – Reliability
SHA: Carroll County	64-2301-13	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Carroll County	64-2301-41	MD 32: 2 nd Street to Main Street	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 14. Enhances transportation safety	Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety System Performance – Congestion System Performance – Reliability
SHA: Harford County	65-2301-31	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 8. Enhances social, energy and environmental efforts	Improve and Maintain Existing Infrastructure	No performance measures specifically addressing Noise Abatement
SHA: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Harford County	65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Queen Anne's County	67-2301-41	MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Increase Mobility	Highway Safety System Performance – Congestion

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	<ul style="list-style-type: none"> • % of pavement on the interstate National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS in poor condition
Bridge Condition	<ul style="list-style-type: none"> • % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	<ul style="list-style-type: none"> • Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]

Long-Range Transportation Plan Performance Measures and Targets	
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> • % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	<ul style="list-style-type: none"> • % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	<ul style="list-style-type: none"> • Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures



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

April 29, 2023

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

Dear Mr. Lang:

The Baltimore Regional Transportation Board's (BRTB) Fiscal Year 2025-2028 Transportation Improvement Program (TIP) contains all of the Maryland Department of Transportation (MDOT) projects that MDOT plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program.

At this time, it is expected that all the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Janousek", written over a horizontal line.

Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Enclosures

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the FY 2025-2028 Transportation Improvement Program Baltimore Region

Fiscal Reasonableness of the MDOT Program

The following table entitled “*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*” provides a summary of the Maryland Department of Transportation’s (MDOT) Operating and Capital Program. All MDOT projects incorporated into the BRTB FY 2025-2028 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act). MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT’s organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>TOTAL</u>
	<u>2024</u>	<u>2025</u>					
<u>CAPITAL PROGRAM</u>							
The Secretary's Office D	67.9	36.7	21.8	21.0	14.1	9.9	171.4
Motor Vehicle Administration	34.8	21.8	9.7	8.9	8.2	12.4	95.9
Maryland Aviation Administration D	284.4	370.9	274.1	77.7	50.6	73.8	1,131.6
Maryland Port Administration	287.6	413.0	399.2	242.3	154.2	107.3	1,603.6
Maryland Transit Administration D	678.0	656.0	787.4	938.7	818.1	635.2	4,513.4
Washington Metropolitan Area Transit CD	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
State Highway Administration B	1,526.2	1,609.2	1,611.1	1,578.3	1,595.0	1,555.3	9,475.2
TOTAL CAPITAL	3,388.0	3,622.0	3,626.6	3,398.6	3,179.9	2,941.6	20,156.7
Special Funds	1,689.2	1,597.2	1,504.7	1,641.2	1,494.1	1,398.6	9,325.0
Federal Funds	1,243.7	1,436.1	1,428.3	1,414.5	1,474.5	1,347.1	8,344.1
Other Funds F	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5
<u>OPERATING PROGRAM</u>							
The Secretary's Office	112.6	109.8	113.0	116.3	119.7	123.1	694.5
Motor Vehicle Administration	232.7	226.6	232.5	239.3	246.2	253.4	1,430.7
Maryland Aviation Administration	227.4	236.2	243.5	250.6	257.9	265.4	1,481.0
Maryland Port Administration	54.4	52.9	54.5	56.1	57.7	59.4	335.0
Maryland Transit Administration	1,128.5	1,125.2	1,179.9	1,251.6	1,302.7	1,340.0	7,327.9
Washington Metropolitan Area Transit	475.3	489.5	504.2	519.3	534.9	550.9	3,074.1
State Highway Administration	358.5	351.0	362.3	372.8	383.6	394.7	2,222.9
TOTAL OPERATING	2,589.4	2,591.2	2,689.9	2,806.0	2,902.7	2,986.9	16,566.1
Special Funds	2,341.2	2,451.3	2,550.0	2,666.1	2,762.8	2,847.0	15,618.4
Federal Funds	248.2	139.9	139.9	139.9	139.9	139.9	947.7
Other Funds	-	-	-	-	-	-	-

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	426.5	432.2	427.1	448.5	468.8	498.9	2,702.0
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>	6,403.9	6,645.4	6,743.6	6,653.1	6,551.4	6,427.4	39,424.8
Special Funds	4,457.0	4,480.7	4,481.8	4,755.8	4,725.7	4,744.5	27,645.5
Federal Funds	1,491.9	1,576.0	1,568.2	1,554.4	1,614.4	1,487.0	9,291.8
Other Funds	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5

* Numbers may not sum perfectly due to rounding.

** Amounts shown are net of contingent reductions and provisions introduced in the Budget Reconciliation and Financing Act.

^B- Includes County and Municipality transfer funds from the federal government.

^C- Capital Program WMATA Grants line federal funds received by WMATA directly.

^D- "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

^F- Funds not received through the Trust Fund. Includes from Passenger Facility Charges (PFC), General Obligation Bonds (GO Bonds), Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.


SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2024 - FY 2029 CTP/STIP:


	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028 - 2029</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gудeway, Modernization and Bus	247.9	252.9	258.0	263.1	542.1	1,564.0
Elderly and Persons with Disabilities	5.6	5.7	5.9	6.0	12.3	35.5
Rural Area Formula	9.1	9.3	9.5	9.7	20.0	57.6
Subtotal (MTA)	262.7	268.0	273.3	278.8	574.4	1,657.2
<u>State Highway Administration</u>						
Surface Transportation Block Grant	190.4	194.3	198.1	198.1	396.3	1,177.3
Highway Safety Improvement Program	42.1	43.0	43.9	43.9	87.9	260.9
National Highway Performance Program	391.5	399.3	407.3	407.3	814.6	2,419.9
(PROTECT) Program	19.3	19.7	20.1	20.1	40.2	119.4
Carbon Reduction Program	17.0	17.3	17.7	17.7	35.3	105.0
National Highway Freight Program	19.5	19.9	20.3	20.3	40.6	120.6
Metropolitan Planning	8.6	8.7	8.9	8.9	17.8	53.0
Railway-Highway Crossings - HSIP set-aside	2.3	2.3	2.3	2.3	4.5	13.5
Congestion Mitigation/Air Quality	10.0	11.1	12.2	12.2	24.4	69.8
Subtotal (SHA)	700.7	715.6	730.8	730.8	1,461.6	4,339.3
Grand Total	963.4	983.5	1,004.1	1,009.6	2,036.0	5,996.5

Baltimore Region Expansion Revenue Forecast: 2028-2050 (Millions of Dollars)

Percent of Statewide Expansion
Funds for Surface Expansion,
1981-2021: 84.9%



Percent of Statewide Surface
Expansion Funds for the Baltimore
region, 1981-2021: 36.1%

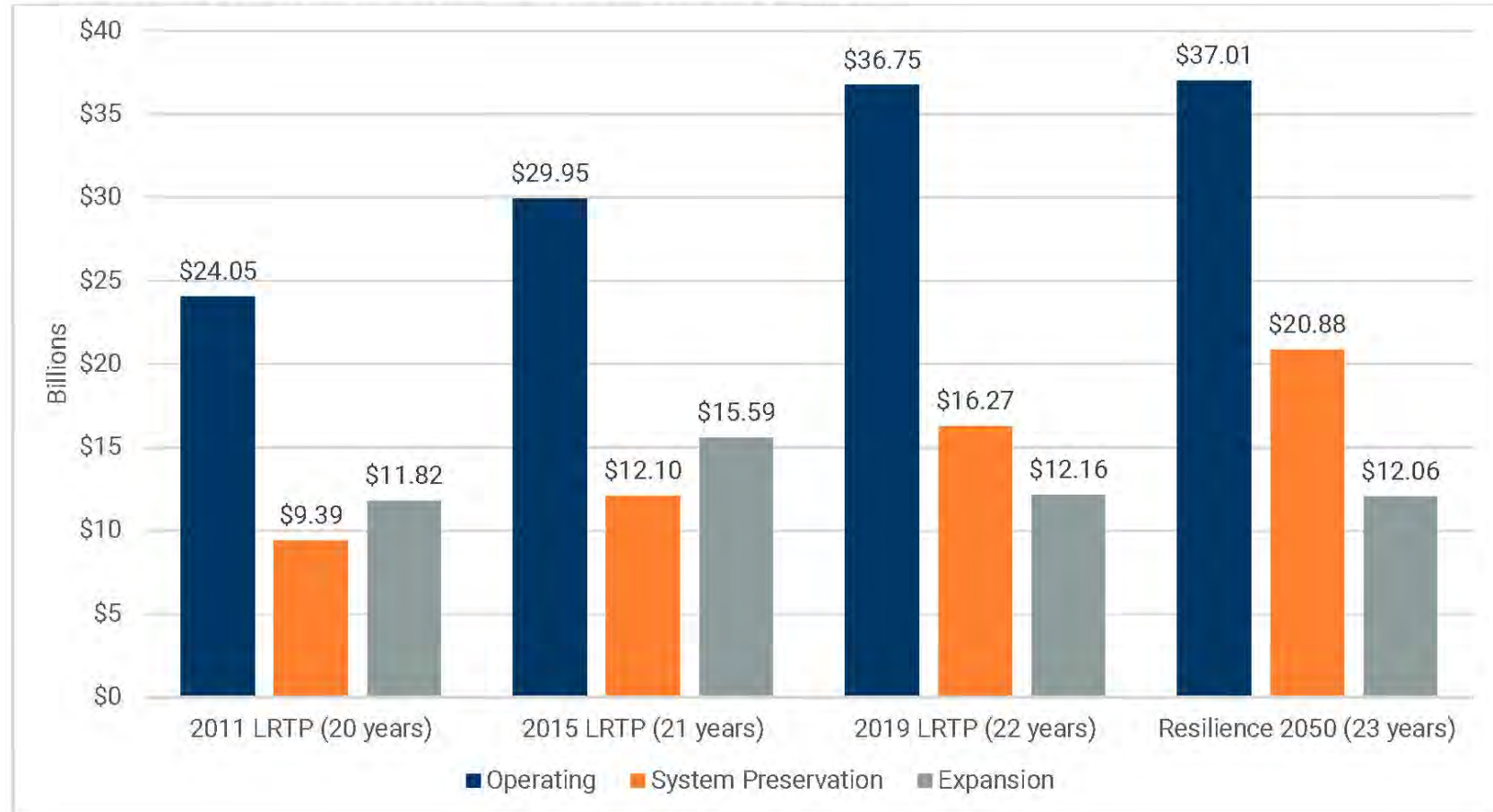


Year	Statewide Expansion Funds	Statewide Surface Percentage (84.9%)	Statewide Private Funds	Total Statewide Surface Expansion Funds	Baltimore Region Expansion Funds (36.1%)
2028	\$701	\$595	\$24	\$619	\$224
2029	\$735	\$624	\$24	\$648	\$234
2030	\$771	\$655	\$24	\$679	\$245
2031	\$810	\$688	\$25	\$713	\$257
2032	\$851	\$722	\$25	\$747	\$270
2033	\$893	\$758	\$25	\$783	\$283
2034	\$938	\$796	\$25	\$821	\$297
2035	\$985	\$836	\$25	\$861	\$311
2036	\$1,087	\$923	\$25	\$948	\$342
2037	\$1,200	\$1,019	\$25	\$1,044	\$377
2038	\$1,320	\$1,121	\$25	\$1,146	\$414
2039	\$1,446	\$1,228	\$25	\$1,253	\$452
2040	\$1,581	\$1,342	\$25	\$1,367	\$494
2041	\$1,725	\$1,464	\$25	\$1,489	\$538
2042	\$1,877	\$1,593	\$25	\$1,618	\$585
2043	\$2,039	\$1,731	\$25	\$1,756	\$634
2044	\$2,212	\$1,878	\$25	\$1,903	\$687
2045	\$2,392	\$2,031	\$25	\$2,056	\$742
2046	\$2,585	\$2,194	\$25	\$2,219	\$802
2047	\$2,789	\$2,368	\$25	\$2,393	\$864
2048	\$3,006	\$2,552	\$25	\$2,577	\$931
2049	\$3,237	\$2,748	\$25	\$2,773	\$1,002
2050	\$3,483	\$2,957	\$25	\$2,982	\$1,077
Total 2028-2050	\$38,663	\$32,823	\$572	\$33,395	\$12,062

Baltimore Region State and Federal Operating, System Preservation and Expansion Revenue Forecast: 2028-2050 (Millions of Dollars)

Year	Operating	System Preservation	Expansion	Totals
2028	\$987	\$591	\$224	\$1,802
2029	\$1,028	\$619	\$234	\$1,881
2030	\$1,071	\$649	\$245	\$1,965
2031	\$1,116	\$682	\$257	\$2,055
2032	\$1,161	\$717	\$270	\$2,148
2033	\$1,209	\$752	\$283	\$2,244
2034	\$1,259	\$790	\$297	\$2,346
2035	\$1,312	\$829	\$311	\$2,452
2036	\$1,367	\$851	\$342	\$2,560
2037	\$1,425	\$872	\$377	\$2,674
2038	\$1,484	\$894	\$414	\$2,792
2039	\$1,547	\$916	\$452	\$2,915
2040	\$1,613	\$939	\$494	\$3,046
2041	\$1,681	\$962	\$538	\$3,181
2042	\$1,752	\$987	\$585	\$3,324
2043	\$1,827	\$1,011	\$634	\$3,472
2044	\$1,904	\$1,036	\$687	\$3,627
2045	\$1,986	\$1,062	\$742	\$3,790
2046	\$2,070	\$1,089	\$802	\$3,961
2047	\$2,159	\$1,116	\$864	\$4,139
2048	\$2,252	\$1,144	\$931	\$4,327
2049	\$2,348	\$1,173	\$1,002	\$4,523
2050	\$2,449	\$1,202	\$1,077	\$4,728
Total 2028-2050	\$37,007	\$20,883	\$12,062	\$69,952

L RTP State and Federal Financial Forecast Comparison: Funds by Category



Resilience 2050 Regional Revenue Forecasts by Federal Funding Program (Millions of Dollars)

	FHWA							FTA			Totals		Baltimore Region Expansion and System Preservation Revenues
	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	PROTECT	S5307	S5337	S5339	Highways	Transit	
2028	\$203	\$99	\$22	\$28	\$10	\$9	\$10	\$89	\$38	\$6	\$381	\$133	\$815
2029	\$212	\$103	\$23	\$30	\$11	\$9	\$10	\$94	\$40	\$6	\$398	\$140	\$853
2030	\$223	\$108	\$24	\$31	\$11	\$10	\$11	\$98	\$42	\$6	\$418	\$146	\$894
2031	\$234	\$114	\$25	\$33	\$12	\$10	\$12	\$103	\$44	\$7	\$440	\$154	\$939
2032	\$246	\$120	\$26	\$34	\$12	\$11	\$12	\$108	\$46	\$7	\$461	\$161	\$987
2033	\$258	\$125	\$28	\$36	\$13	\$11	\$13	\$114	\$49	\$7	\$484	\$170	\$1,035
2034	\$271	\$132	\$29	\$38	\$13	\$12	\$13	\$119	\$51	\$8	\$508	\$178	\$1,087
2035	\$284	\$138	\$30	\$40	\$14	\$12	\$14	\$125	\$53	\$8	\$532	\$186	\$1,140
2036	\$297	\$145	\$32	\$42	\$15	\$13	\$15	\$131	\$56	\$8	\$559	\$195	\$1,193
2037	\$311	\$151	\$33	\$44	\$16	\$13	\$15	\$137	\$59	\$9	\$583	\$205	\$1,249
2038	\$326	\$159	\$35	\$46	\$16	\$14	\$16	\$144	\$61	\$9	\$612	\$214	\$1,308
2039	\$341	\$166	\$37	\$48	\$17	\$15	\$17	\$150	\$64	\$10	\$641	\$224	\$1,368
2040	\$357	\$174	\$38	\$50	\$18	\$15	\$18	\$157	\$67	\$10	\$670	\$234	\$1,433
2041	\$374	\$182	\$40	\$52	\$19	\$16	\$18	\$165	\$70	\$11	\$701	\$246	\$1,500
2042	\$392	\$191	\$42	\$55	\$20	\$17	\$19	\$172	\$74	\$11	\$736	\$257	\$1,572
2043	\$410	\$199	\$44	\$57	\$20	\$18	\$20	\$180	\$77	\$12	\$768	\$269	\$1,645
2044	\$429	\$209	\$46	\$60	\$21	\$19	\$21	\$189	\$81	\$12	\$805	\$282	\$1,723
2045	\$449	\$219	\$48	\$63	\$22	\$19	\$22	\$198	\$85	\$13	\$842	\$296	\$1,804
2046	\$471	\$229	\$51	\$66	\$23	\$20	\$23	\$207	\$89	\$13	\$883	\$309	\$1,891
2047	\$493	\$240	\$53	\$69	\$25	\$21	\$24	\$217	\$93	\$14	\$925	\$324	\$1,980
2048	\$517	\$251	\$56	\$72	\$26	\$22	\$25	\$228	\$97	\$15	\$969	\$340	\$2,075
2049	\$542	\$264	\$58	\$76	\$27	\$24	\$27	\$239	\$102	\$15	\$1,018	\$356	\$2,175
2050	\$568	\$276	\$61	\$79	\$28	\$25	\$28	\$250	\$107	\$16	\$1,065	\$373	\$2,279
	\$8,208	\$3,994	\$881	\$1,149	\$409	\$355	\$403	\$3,614	\$1,545	\$233	\$15,399	\$5,392	\$32,945

FY 2028-2050 Estimated Federal Revenues

\$20,791



City of Annapolis
Transportation Department
308 Chinquapin Round Road
Annapolis, MD 21401-4007



Transit@annapolis.gov • 410-263-7964 • 410-269-0674 • Fax 410-263-4508 • www.annapolis.gov

Deaf, hard of hearing or speech disability - use MD Relay or 711

April 15, 2024

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

RE: Letter of Financial Reasonableness - Annapolis Electric Ferry Pilot Program

Dear Mr. Lang:

Please accept this letter as a documentation for the financial capacity and reasonableness for the Annapolis Electric Ferry Pilot Program in the FY 2025-2028 Transportation Improvement Program (TIP) of the Baltimore Regional Transportation Board, TIP ID #18-2401-99.

The total cost of the program is \$3,500,000. The program is financed by Federal Transit Administration's Section 5307 Passenger Ferry Grant Discretionary Program (\$2,975,000) and the City of Annapolis (\$525,000). In FY 2024, the city approved appropriation of \$525,000 in its Capital Budget and Capital Improvement Program for the required local match for the FTA grant.

The City of Annapolis FY 2025-2028 TIP is therefore financially reasonable at the current time. If you have any questions, please contact me at (410) 263-7964, x6001 or kad@annapolis.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kwaku Agyemang-Duah".

Kwaku Agyemang-Duah, Ph.D.
Deputy Director

cc: Keith Kucharek, Senior Transportation Planner, Baltimore Metropolitan Council
Eric Leshinsky, AICP, Chief of Comprehensive Planning, City of Annapolis
Jacqueline Guild, Esq., Deputy City Manager, City of Annapolis
Markus Moore, Transportation Director, City of Annapolis



M A R Y L A N D
County Executive Stuart L. Pittman

Office of Transportation
Anne Arundel County Maryland
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Samuel D. Sneed
Director of Transportation

April 3, 2024

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

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2025-2028 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs in Anne Arundel County. Traditionally, the source of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2025-2028 TIP projects are financially reasonable at the current time of the letter. If you have any questions, please contact me at (410) 222-3294.

Sincerely,

A handwritten signature in blue ink, appearing to read "Samuel D. Sneed".

Samuel Sneed, Director

cc: Ethan Hunt, Director of Government Affairs
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE
BRANDON M. SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION
Corren Johnson, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

April 12, 2024

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

Dear Mr. Lang,

This letter serves as Baltimore City's "Statement of Financial Reasonableness" for the FY 2025-2028 Transportation Improvement Program (TIP) funding request for fiscal years 2025 through 2028.

The FY 2025-2030 six-year Capital Improvement Program (CIP) was approved by the Baltimore City Planning Commission on March 7, 2024, and by the Board of Finance on March 25, 2024. The FY 2025-2030 CIP provides sufficient local matching funds for the federally funded and local transportation projects contained in Baltimore City's FY 2025-2028 TIP. We expect that the combination of current and prior appropriations, projected Highway User Revenue funding, grant funds, and other revenue sources will cover the City's required match contributions for federal aid funding requested through the Baltimore Metropolitan Council.

Please feel free to contact Mr. Luciano Diaz at Luciano.Diaz@baltimorecity.gov or at 410-218-3171 should you have any questions or concerns regarding the information provided herein.

Respectfully,

Corren Johnson
Director

Cc: Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT
Mr. Stu Sirota, Interim Deputy Director of Planning, BCDOT
Ms. Veobia Akilo, Chief of Staff, BCDOT
Mr. Keith Kucharek, Senior Transportation Planner, BMC

JOHN A. OLSZEWSKI, JR.
County Executive



LAUREN T. BUCKLER, Acting Director
Department of Public Works and Transportation

April 16, 2024

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

Re: 2025-2028 Transportation Improvement Program Baltimore County Financial Commitment

Dear Mr. Todd Lang:

Baltimore County's portion of the 2025-2028 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at: <https://resources.baltimorecountymd.gov/Documents/Budget/2025budgetitems/fy2025capitalsupportingdetail.pdf>

As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category. Should you have any questions please contact Ms. Angelica Daniel of our Transportation Bureau at telephone 410-887-3554 or via email at adaniel@baltimorecountymd.gov.

Sincerely,

A handwritten signature in black ink, appearing to be "L. Buckler", written over a horizontal line.

Lauren T. Buckler, Acting Director
Department of Public Works and Transportation

Department of Public Works and Transportation
111 West Chesapeake Avenue / Towson, Maryland 21204 / Phone 410-887-3306
www.baltimorecountymd.gov

Christopher Heyn, P.E., Director
+10-386-2949

Toll-free 1-888-302-8978
MD Relay service 7-1-1/1-800-735-2258



Department of
Planning and Land Management
Carroll County Government
225 North Center Street
Westminster, Maryland 21157

April 15, 2024

Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2025-2028
Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2025-2028 TIP comprises nine (9) projects to replace or rehabilitate County-maintained bridges, culverts and roads as well as a bridge inspection program for County-owned and maintained structures. All of these bridge and culvert projects, including the bridge inspection program, are included in the **Recommended** FY 2025-2030 County CIP and eight (8) of which are in the **Adopted** FY 2024-2029 CIP.

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Christopher Letnaunchyn at (410) 386-2169 (cletnaunchyn@carrollcountymd.gov).

Sincerely,

Christopher Heyn, P.E., Director
Department of Planning & Land Management

cc: Bryan Bokey, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Chris Letnaunchyn, Bureau Chief, Bureau of Engineering
Mary Lane, Bureau Chief, Bureau of Comprehensive Planning
Clare Stewart, Planner, Bureau of Comprehensive Planning

ROBERT G. CASSILY
Harford County Executive

ROBERT S. MCCORD
Director of Administration



SHANE P. GRIMM, AICP
Director of Planning & Zoning

April 4, 2024

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

RE: Harford County's 2025-2028 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2025-2028 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects and new or extended roadway projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects and do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting eliminates idling and reduces carbon monoxide emissions.

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority ranking will be on a year-to-year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Harford County Celebrates 250 Years ~ 1773-2023

Todd Lang
Baltimore Metropolitan Council
April 4, 2024
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 2024 Harford County Capital Budget under Highway Capital Projects. Other traditional funding sources for land acquisition, engineering and construction of Bridge Replacement and Restoration projects in the Harford County Capital Budget includes the Highway General Fund Revenue and Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3136.

Sincerely,



Shane Grimm,
Director of Planning and Zoning

AR/jef

cc: The Honorable Robert G. Cassilly, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
Moe Davenport, Deputy Director, Department of Planning and Zoning
Alex Rawls, Chief, Long-Range Planning, Department of Planning and Zoning
Keith Kucharek, Senior Transportation Planner, Baltimore Metropolitan Council



3430 Court House Drive Ellicott City, Maryland 21043
Transportation@howardcountymd.gov
Phone: 410-313-4312
Fax: 410-313-1655
TDD: 410-313-2323

Clarence Dickerson, Administrator

April 10, 2024

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

Dear Mr. Lang,

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2025-2028 TIP are for multiple Bridge Repair and Deck Replacement projects and regionally significant projects throughout the county.

The Regionally Significant Projects include:

- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road (J-4222)

The County has committed adequate matching funds of bonds and local revenues.

The anticipated availability of these local matching funds is documented in the:

- Fiscal Year 2025 Howard County Spending Affordability Advisory Committee Report
- Project pages from the proposed FY 2025 Capital Budget (January 17, 2024 Planning Board Version)

These documents will be provided via electronic mail correspondence for your review. If you have any questions, please contact me at (410) 313-3842 or (202) 812-1300.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Cookson", is written over a light blue horizontal line.

David Cookson,
Acting Administrator

Cc: Brandee Ganz, Chief Administrative Officer
Angela Cabellon, Chief of Staff
Brian Shepter, Deputy Chief of Staff
Felix Facchine, Assistant Chief of Staff
Yosef Kebede, Director, Department of Public Works
Lynda Eisenberg, Director, Howard County Department of Planning and Zoning

APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #24-2

APPROVING THE SELF-CERTIFICATION REVIEW OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; and representatives of the Maryland Departments of Transportation, the Environment, Planning, the Maryland Transit Administration, as well as Annapolis Transit; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);

- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 23, 2024 meeting.

7-24-24

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

7/24/2024

Date



Paul J. Wiedefeld, Secretary
Maryland Department of Transportation

Jaclyn Hartman, Assistant Secretary

BALTIMORE REGIONAL TRANSPORTATION BOARD 2023 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

BACKGROUND

Baltimore Regional Transportation Board

Under the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) signed into law on November 15, 2021, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- conducting transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne’s; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Annapolis Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA) Maryland Division Office, the Federal Transit Administration (FTA) Region 3 Office, the Maryland Department of Transportation (MDOT), member jurisdictions, locally operated transit service providers, and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining a database of building permits issued throughout the region.

The Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation

planning process. This agreement, initiated in 1992 with the re-designation of the BRTB and reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates recent changes in federal transportation law and added Queen Anne's County as a voting member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the Baltimore Urban Area Homeland Security Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

BRTB Subcommittees and Advisory Groups

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

The BRTB also has a group of over 50 members who serve on the Transportation CORE (Community Outreach and Regional Engagement). The group was established in 2022 in an effort to reach a more widespread audience of key stakeholders to gather feedback and consultation.

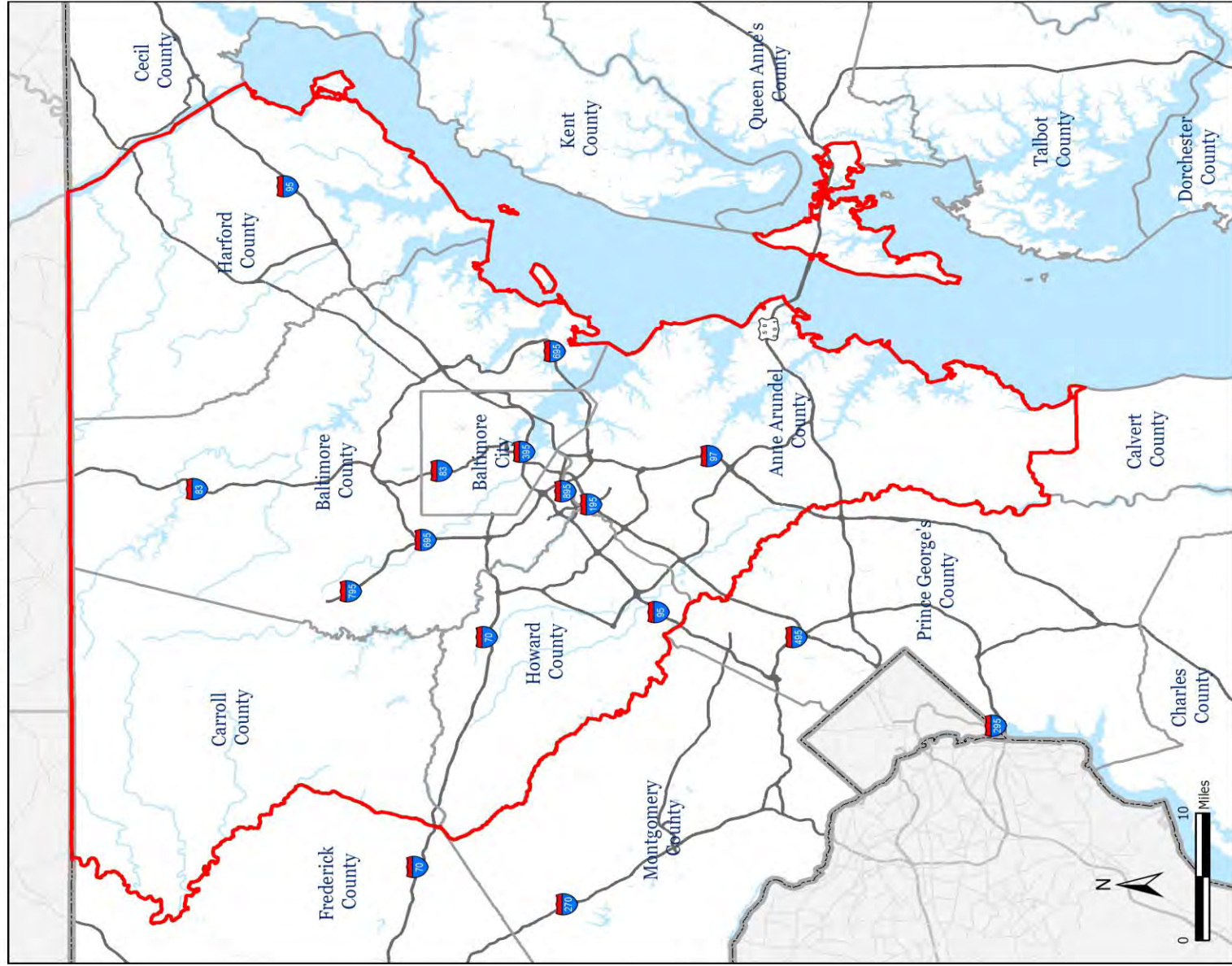
Baltimore Region Urbanized Area

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 on the next page for the geographic location of each participating local jurisdiction).

The MPA is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized Area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

Figure 1 - Baltimore Metropolitan Planning Area



TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

Continued under the ILJA, federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of nine regional goals for the surface transportation system. These goals were adopted in FY 2022 to support the LRTP process for Resilience 2050:

- **Improve Accessibility** - Identify and support multimodal options and systems that promote equity, are resilient and sustainable, and enable all individuals to reach their destinations safely and seamlessly.
- **Increase Mobility** – Help people and freight to move reliably, equitably, efficiently, and seamlessly.
- **Improve System Safety** - Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.
- **Improve and Maintain the Existing Infrastructure** - Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- **Implement Environmentally Responsible Transportation Solutions** - Pass on to future generations the healthiest natural and human environment possible.
- **Improve System Security** - Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.
- **Promote Prosperity and Economic Opportunity** - Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region.

- **Foster Participation and Cooperation among All Stakeholders** - Enable all interested and affected parties to participate and cooperate to find workable solutions.
- **Promote Informed Decision Making** - Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The Infrastructure Investment and Jobs Act's (IIJA) and previous surface transportation legislation placed a major emphasis on managing and measuring the performance of the surface transportation system. The IIJA maintains this commitment. The national Federal Aid Highway Program performance goals established by Congress for highway systems are:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – Improve the efficiency of the surface transportation system
- **Freight Movement And Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

Earlier legislation required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds is required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and sub-recipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB coordinated with MDOT SHA and MDOT MTA to develop performance measures and targets.

These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

The BRTB has adopted all 25 of the federally mandated performance measures and targets. These include:

- Four transit asset management measures and targets (adopted most recently in March 2023): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- Four transit safety measures and targets (adopted most recently in March 2023): (1) the number of reportable fatalities and the rate per total vehicle revenue miles (VRM) by mode, (2) the total number of reportable injuries and the rate per total VRM by mode, (3) the total number of reportable safety events and the rate per total VRM by mode, and (4) the mean distance between major mechanical failures by mode
- Five highway safety measures and targets (adopted most recently in January 2023): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and serious injuries – pedestrian and bicycle
- Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; (adopted most recently in August 2022): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted most recently in August 2022): total 2-year and 4-year cumulative reported emissions reductions of each criteria pollutant and applicable precursors for which the area is designated nonattainment or maintenance. The BRTB region is in nonattainment with respect to 8-hour ozone. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds and nitrogen oxides.
- Four measures and targets to assess pavement condition (adopted most recently in March 2023): (1) percentage of NHS interstate pavement in good condition, (2) percentage of NHS interstate pavement in poor condition, (3) percentage of NHS non-interstate pavement in good condition – state/local, and (4) percentage of NHS non-interstate pavement in poor condition – state/local
- Two measures and targets to assess bridge condition (adopted most recently in March 2023): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

- Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR)) (adopted most recently in March 2023): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- One measure and target to assess freight movement on the interstate system (adopted most recently in March 2023): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Chapter 5, Regional Performance Measures & Targets and System Performance Report, of *Resilience 2050* provides additional information on these adopted performance measures and targets. BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for performance measures. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): “No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title.” The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region’s air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called “criteria pollutants,” to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, “conformity” means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a “nonattainment” area for the 2015 8-hour ozone NAAQS. On April 13, 2022, EPA posted a proposed rule in the Federal Register proposing to determine the Baltimore region failed to attain the 2015 ozone standard by the attainment date of August 3, 2021, with a design value of 72 ppb. Because the region failed to attain by the attainment date, the Baltimore region was reclassified to “moderate” nonattainment upon the effective date of the final reclassification notice.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The ILJA requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the ILJA Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple “add on” to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Other Examples of the BRTB’s Commitment to Public Involvement

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes and recordings of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- in early 2021, BMC signed a three year contract with publicinput.com to provide new ways for the public to engage in the process, including custom emails for each project, voicemail messaging, the opportunity to text comments or complete surveys, and more.
- notification of new comment periods and events posted on BMC website (over 6,500 followers on social media; emails to nearly 5,000 interested parties and a mailing list of over 2,000 for *B’more Involved*)
- publication of *B’more Involved* e-newsletter, distributed to over 2,100 subscribers and cross posted on Facebook and Twitter.
- in mid-2022, staff recruited over 50 people to serve on a virtual group called Transportation CORE (Community Outreach and Regional Engagement).
- In late 2022, the BRTB updated the Public Participation Plan which includes content from the new USDOT document: *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.
- In 2023, staff updated its list of interested parties to include civil rights organizations.

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

As an MPO, the BRTB is required to convene its members and provide opportunities for engagement for stakeholder organizations, interested parties and citizens in order to conduct a

cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a sub-recipient of federal financial assistance via MDT, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term “programs or activities” to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On May 25, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program, followed with an annual report. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. Recent updates include:

- Over the past year, no Title VI complaints have been filed.
- Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity through an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB.
- Staff also participate in a national MPO Equity Working Group.
- In the FY 2023 UPWP, the BRTB approved a task to fund an Equity Scan which is close to wrapping up.
- For the DBE program, the BRTB has reviewed past participation and adopted the goal of 26.2 percent for FY 2024. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- Another FY 2023 UPWP task is a study on Fees, Fares, and Fines and equity in the region. This RFP is being released in July 2023.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low Income Populations,” addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

Significant content on environmental justice was updated for Resilience 2050 and is presented on page 15.

Limited English Proficiency Plan

In accordance with “U.S. Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency Persons,” BMC staff conducted a four-factor analysis to determine the “reasonable steps” the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the long-range transportation plan, Resilience 2050 and translated in full: the 2022 Public Participation Plan, the 2023 Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the “About the BRTB” brochure.
- the BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- as a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In June 2023, the BRTB approved an updated Limited English Proficiency Plan for the Baltimore region (Resolution #23-23).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The IJJA requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation program

Unified Planning Work Program – UPWP

The UPWP is the basis for the work scope for transportation planning in the Baltimore region. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2024 - 2025 UPWP in April 2023.

The UPWP identifies the planning activities with supporting budget to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project-level budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding for FY 2024 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$10,710,000.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee. Additionally, there is a voting transit representative on the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Resilience 2050: Adapting to the Challenges of Tomorrow* at its July 2023 meeting. Federal agency approval should occur in late summer or fall of 2023. The Executive Summary is available in Spanish.

Regional Goals, Strategies, and Performance Measures/Targets

The BRTB adopted updated regional goals and strategies in November 2021 in preparation for *Resilience 2050*, including a 35-day public comment period. The public comment period included multiple ways to comment by email, voicemail, text, fax and an online survey. BMC staff and the vice-chair of the BRTB recorded a presentation summarizing the goals and strategies. BMC staff also presented the goals and strategies to six different BRTB subcommittees throughout September 2021. More than 165 comments were received from more than 30 participants. Staff reviewed all the comments, drafted responses, and revised the goals and strategies based on public comment prior to BRTB approval in November 2021. Key elements include:

- The *Resilience 2050* goals retain the strategies intended to strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism;
- Acknowledge the need to consider and promote, where applicable, emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming; and

- Revise and add implementation strategies to reflect public comments focusing on improving safety for transit and pedestrians, equity and environmental justice, promoting reliable and timely transit service, and shifting to sustainable modes.

The BRTB has also adopted all 25 of the federally mandated performance measures and targets. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

Evaluation of Candidate Projects / Fiscal Constraint of Resilience 2050

In preparation for the evaluation of candidate projects, BMC staff reviewed and updated the project evaluation criteria in summer 2021. In general, the recommended updates are as follows:

- Shift the amount of points devoted to the existing goals, particularly for transit projects.
- Add scoring criteria for transit projects where it had previously been absent in the areas of complete streets accessibility, safety, and security.
- Reduce the points allocated to economic prosperity from 10 to 5 so that the point allocation for safety can be increased to 10 to reflect its importance as a regional goal.
- Clarify definitions and the allocation of points where they had previously been unclear. BMC staff also sought to make the scoring process less subjective by suggesting more quantitative methods focusing on how each project contributes to creating a complete transportation system.
- Update the scoring criteria to integrate impacts to Environmental Justice populations.

After a series of presentations and review by the Technical Committee, BMC staff presented a resolution regarding endorsement of the project scoring methodology for *Resilience 2050* in November 2021. The BRTB unanimously approved the updated project scoring methodology at its meeting on November 30.

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied the BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

The BRTB coordinated with MDOT on a forecast of federal and state revenues anticipated to be available for *Resilience 2050*. In addition, *Resilience 2050* is the first LRTP to establish and include a consistent methodology for a local funding forecast. BMC staff worked with a consultant and local jurisdictions in 2022 to develop a local funding projection tool that can also be adapted to generate local funding forecasts for future LRTPs. The BRTB adopted the financial forecast for *Resilience 2050* in January 2023.

MDOT SHA and MDOT MTA provided current dollar cost estimates for candidate projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure (YOE) cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YOE estimated costs did not exceed anticipated state and federal revenues provided by MDOT. The local financial forecast was not considered to be available for the projects submitted for *Resilience 2050* since projects are

anticipated to primarily use revenues identified in the state and federal forecast from MDOT. In this way, *Resilience 2050* demonstrated fiscal constraint, in accordance with federal requirements.

Resilience 2050 Environmental Justice Analysis

BMC staff added additional performance measures related to accessibility and mobility as part of the EJ analysis for the prior LRTP, *Maximize2045*. These updates were based on information received at an Environmental Justice workshop attended by BMC staff. Staff replicated this EJ analysis for *Resilience 2050*. The analysis compared the potential impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for two scenarios: (1) 2050 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2024-2027 time frame and (2) 2050 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Resilience 2050* Preferred Alternative. Staff analyzed the potential impacts on EJ and non-EJ TAZs for the following measures by both auto and transit:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Resilience 2050* showed that the surface transportation investments in the preferred alternative should not have disproportionate effects on persons living in EJ TAZs.

Resilience 2050 Public Outreach and Engagement

Throughout the 2-year process to develop *Resilience 2050*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Resilience 2050* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process. New to the process this cycle is the use of PublicInput.com along with a monthly series of white papers on LRTP topics including climate change and resilience, emerging technologies, demographic trends, active transportation and transit, the financial forecast and the project scoring methodology.

The BRTB made the draft *Resilience 2050* available to the public for review and comment for a 35-day period from May 17 through June 20, 2023. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Resilience 2050* online along with a map of projects and advertised in 13 outlets, including print, radio and digital platforms. The BRTB addressed public comments in preparing the final version of *Resilience 2050*.

Full summary of Resilience 2050 Activities

The BRTB approved a resolution adopting *Resilience 2050* in July 2023. The following activities have been completed:

- Launching public facing websites for *Resilience 2050* on the BMC website and on Public Input. Updates were made throughout plan development.
- Holding a public comment period for the regional goals and strategies (summarized above). The BRTB approved updated goals and strategies for *Resilience 2050* in November 2021.
- Updating the project evaluation criteria (summarized above). The BRTB approved the updated project scoring methodology in November 2021.
- Updating the project submittal form to reflect updates to the project scoring methodology. BMC staff held a call for projects from April 4, 2022 – June 15, 2022. Local agencies and MDOT MTA submitted projects by the deadline, followed by BMC review and mapping of candidate projects.
- Round 10 Socioeconomic Forecast: BMC staff worked with the Cooperative Forecasting Group throughout FY 2022 to develop the data inputs necessary for their Round 10 forecasts. Jurisdictions submitted draft Round 10 forecasts in January 2022, followed by review of the forecasts in February, and development of model inputs in March and April. The BRTB adopted a resolution on the Round 10 forecasts in July 2022.
- Financial Forecasts: In November 2021, BMC requested an updated financial forecast through 2050 due to the passage of the Infrastructure Investment and Jobs Act. BMC staff received an updated financial forecast in October 2022. BMC also worked with a consultant team at Kimley-Horn throughout FY 2022 on a local financial forecast. The local financial forecast identifies funds used by local jurisdictions to support operation, system preservation and expansion of transportation infrastructure and their process for predicting future revenues. The consultant team finalized and presented the tool to forecast local transportation revenues for *Resilience 2050* and future LRTPs in October 2022. The BRTB adopted the financial forecast for *Resilience 2050* in January 2023.
- Launching and promoting a series of white papers covering a variety of LRTP topics. The *Resilience 2050* white papers were intended to break key LRTP topics into more digestible chunks and to encourage further public engagement surrounding the LRTP during the development of *Resilience 2050*. BMC staff created a Public Input website for the white papers in January 2022. Eleven white papers were released and promoted monthly from February 2022 through February 2023 covering a variety of topics.
- Creating materials to support the scoring of candidate projects and cost estimation including interactive maps displaying candidate projects along with a variety of additional layers including environmental and cultural resources and Environmental Justice TAZs.
- Drafting and presenting a proposed preferred alternative to the Technical Committee and BRTB. The preferred alternative included 36 transit projects, 56 roadway projects and \$250 million in set-aside funding intended to improve air quality due to the Baltimore region's nonattainment status. Strategies for use of these set-aside funds include TSMO, Complete Streets, Transportation Emission Reduction Measures (TERMS), and a list of priority active transportation projects developed by the BRTB Bicycle and Pedestrian Advisory Group in 2022.
- Finalizing and laying out chapters for *Resilience 2050*.
- Preparing public involvement materials and advertisements for the public comment period, releasing a draft of *Resilience 2050* in May 2023, holding 8 public meetings (one virtual and seven in-person), responding to comments, and preparing the final *Resilience 2050* document.

FY 2024-2027 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2024-2027 TIP. This included review by BMC staff for consistency with *Resilience 2050*, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB also worked with its subcommittees to review the proposed list of projects. Based on results of this review, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The total amount programmed in the 2024-2027 TIP is approximately \$4.24 billion. Federal funds account for \$2.89 billion of this total, with local and state matching funds accounting for the remaining \$1.35 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2024-2027 TIP Financial Considerations

As noted, the 2024-2027 TIP uses current and available revenue sources listed in the 2023-2028 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the Infrastructure Investment and Jobs Act (IIJA).

FY 2024-2027 TIP and Performance-Based Planning and Programming

As required by Federal rulemaking for performance measures, established under MAP-21 and subsequently reinforced by the IIJA, the 2024-2027 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2024-2027 TIP Public Outreach and Engagement

The public review period for the draft FY 2024-2027 TIP was part and parcel of the comment period for *Resilience 2050* and the Conformity Determination of both the TIP and LRTP. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, Text, voicemail, and Twitter.

Air Quality Conformity – Resilience 2050 and FY 2024-2027 TIP

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2024-2027 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2023, 2025, 2035, 2045, and 2050. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Resilience 2050* and the FY 2024-2027 TIP are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2024 is 26.2% (approved through Resolution #23-20). Specifically, the BRTB is using the goal of MDOT as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

On Wednesday, October 12, 2022, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRCPC) co-hosted the 13th Annual Meet the Primes event. This virtual procurement outreach event connected small and minority owned businesses (MBE/SBE) to prime contract bidders. The event welcomed over 489 small and minority business participants and 127 exhibitors.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources, including the BRCPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introductory meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee complies with the lead entity's minority business enterprise procedures and goals while still allowing for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- all public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- all public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- all documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- the BMC website is accessible to, and usable by, individuals with vision impairments.
- the telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- a list of resources for auxiliary aids and services has been developed and is maintained.
- the new social engagement platform, PublicInput.com offers live transcription as well as transcription on saved recordings.

The planning process utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MDOT MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas were noted where improvements needed to be made to maintain a fully compliant space, these adjustments have been completed. The exterior was reviewed by the development company and a significant upgrade was completed.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations. Staff also completed a class in FY 2022 offered by the National Aging and Disability Transportation Center. Relevant modules covered creating accessible documents, developing effective surveys, using data to enhance services, and meeting the needs of your community.

OLDER AMERICANS ACT

The BRTB acknowledges that older adults are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly is posted on the BMC web site: www.baltometro.org.

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with MDOT MTA in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. The Plan was last updated in December 2019. An update is expected to be prepared later in 2022. This plan met the Fixing America's Surface Transportation (FAST) Act federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and Formula Grants for Rural Areas (Section 5311) programs. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for these programs, and consults with the BRTB on program implementation.

The BRTB approved the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* in December 2019 through Resolution #20-9.

MDOT MTA

MobilityLink is a specialized, curb-to-curb shared ride service for service available to people, who because of a disability are functionally unable to get to a bus stop, wait unassisted at a stop or station or board or ride a bus or train by themselves. MDOT MTA's Call-a-Ride Service offers program participants same day transportation options through a network of taxi and sedan providers. Under the Senior Rides Program, MDOT MTA awards grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors.

Nonprofit Providers

Nonprofit providers operate throughout the region, mainly under two MDOT MTA-administered grant programs. Maryland Senior Rides Program offers grants to non-profit organizations to encourage and facilitate the development of volunteer transportation services for low-income to moderate income seniors. FTA's 5310 program, administered by MDOT MTA, provides formula funding to states to assist 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.

Annapolis

Annapolis Transit offers low fare service to residents and visitors who are unable to use the regular fixed-route buses, subject to eligibility. The paratransit service area consists of any location within 3/4 of a mile of any fixed-route service operated by Annapolis Transit.

Anne Arundel County

The Anne Arundel County Office of Transportation provides two types of free service throughout Anne Arundel County. Complementary para-transit service is designed to be "comparable to" (similar to) fixed route bus service, operating in the same areas and during the same days and hours. General Paratransit is available to eligible customers who have a disability that prevents them from making some or all of their trips on fixed route services, by offering a shared-ride, origin-to-destination service. The service is provided with lift-equipped vehicles, or it may be provided by an accessible taxi that has been scheduled through the Anne Arundel County Department of Aging and Disabilities office as part of the Taxi Voucher program.

Baltimore City

Baltimore City Commission on Aging and Retirement Education (C.A.R.E.) provides free 24-hour, general purpose, curb-to-curb taxi service for residents who are 60 years of age or older and persons with disabilities.

Baltimore County

CountyRide is a fare-based demand-response transportation system for trips supporting adults 60 years of age or older, persons with disabilities and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Carroll County Trailblazer offers nine fare-based deviated fixed routes within Carroll County. All Trailblazer routes may be deviated up to ¾ mile for riders, including visitors, with or without disabilities. Carroll Transit System, operated by Ride With Us, also offers a door-to-door demand-response service to locations within Carroll County.

Harford County

In addition to the seven Harford Transit LINK fixed routes, Harford Transit also provides reduced fares for general transit and demand-response paratransit service to the persons over 60, and persons with disabilities who reside in the County and are unable to ride the general fixed-route service.

Regional Transportation Agency of Central Maryland (RTA)

RTA is managed by First Transit and overseen by the Howard County Office of Transportation. RTA operates fare-based fixed bus routes in Howard County, Anne Arundel County, Prince George's County and the City of Laurel. RTA Mobility offers curb-to-curb, shared ride transportation service for passengers who are unable to ride the fixed route transit system due to a disability or age. RTA Mobility provides two types of service: ADA and General Paratransit.

Queen Anne's County

Queen Anne's County Ride offers fare-based service operated by the Department of Aging with three weekday deviated fixed routes (also up to ¾ mile), including service to Annapolis. Door-to-door, demand response services are also available to individuals with disabilities who are not served by or who cannot use the deviated fixed route bus services.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

APPENDIX D

MDOT SHA AREAWIDE PROJECTS

KNOWN FY 2025 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2024-2029 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	WB&A Trail	Patuxent River	Bicycle/pedestrian bridge
Anne Arundel County	South Shore Trail, Phase 2	Annapolis Road to Bonheur Drive	Trail construction
Anne Arundel County	Baybrook Connector Trail	Nursery Road Light RailLink Station to Belle Grove Road	Bicycle and Pedestrian Connection
Anne Arundel County	Go-Glebe Branch Stream Restoration Phases B&C	So-Glebe Branch	Retrofitting stormwater outfall and stream restoration on 7,400 LF of stream channel within So-Glebe Branch
Baltimore City	Potomac Street	Potomac Street	Cycle track – Phase II
Baltimore City	Martin Luther King Junior Boulevard	Martin Luther King Junior Boulevard	Safe Routes to School side path
Baltimore City	Various	Inner Harbor	Crosswalks and bicycle wayfinding enhancements
Baltimore City	Middle Branch	Middle Branch	Bicycle and pedestrian route – Baltimore Greenway Trails
Baltimore County	North Point Road	Edgemere Elementary to Sparrows Point Middle/High School	Safe Routes to School sidewalk
Carroll County	Washington Road	Washington Lane to Kate Wagner Road	Safe Routes to School sidewalk
Harford County	Ma & Pa Connector Trail, Segment 3	North Avenue to Blake's Venture Park	Trail construction
Areawide Environmental Projects (60-9506-38)			
Regional	Various	Various	Landscape installation
Areawide Congestion Management Projects (60-9504-04)			
Regional	N/A	N/A	CHART ITS and CVS Device Installation
Regional	N/A	N/A	CHART DMS Deployment

Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County	Harry S Truman Parkway	Park and Ride	Park and Ride Pond Restoration
Anne Arundel County	MD 100	MD 174 to MD 10	Guardrail replacement
Anne Arundel County	MD 214	MD 2 to MD 253	Sidewalk improvements
Baltimore County	MD 139	At MD 134	Geometric improvements
Carroll County	MD 27	West of MD 140 to Hahn Road	Shared use path
Harford County	MD 24	At MD 755	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Intersection and capacity improvements
Howard County	US 1	At four locations from Prince George's County line to Doctor Patel Drive	Pedestrian infrastructure improvements at Guilford Road, Rowanberry Drive, Brewers Court, and Doctor Patel Drive
Regional	Various	Various	Traffic barrier upgrades
Regional	Various	Various	Safety and operational improvements
Regional	Various	Various	Traffic signal and lighting upgrades
Regional	Various	Various	Sidewalk/ADA upgrades
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	MD 468	Small structure #02016X0 over Lerch Creek	Small structure replacement
Baltimore City	Hanover Street	Hanover Street Bridge	Bridge repair and resurface
Baltimore County	MD 144	Dungarrie Road to Dunmore Road	Retaining wall
Baltimore County	MD 570	Bridge # 0323900 over Ingleside Avenue	Bridge deck replacement and minor rehabilitation
Regional	Various	Various	Bridge cleaning and painting
Regional	Various	Various	Preservation and minor rehabilitation of fixed bridges, culverts, and retaining walls
Regional	Various	Various	Bridge inspection

Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 100	MD 170 to MD 3 BU	Safety and resurfacing
Baltimore County	MD 542	South of Taylor Avenue to Joppa Road	Safety and resurfacing
Carroll County	MD 851	Main Street to Warfield Road	Drainage improvements and roadway reconstruction
Harford County	US 1 Business	Moore's Mill Road to US 1 Bypass	Safety and resurfacing
Regional	Various	Various	High friction surface treatment
Regional	Various	Various	Joint and crack sealing
Regional	Various	Various	Line striping
Regional	Various	Various	Patching and resurfacing
Regional	Various	Various	Sidewalk/ADA upgrades
Regional	Various	Various	Safety and Resurfacing
Regional	Various	Various	Traffic barrier upgrades

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD AND INFORMATIONAL PROJECTS

Projects Between Funding Stages or On Hold

Project Id	Project Title	Jurisdiction	Year of Operation last time in TIP	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1201-99	Baltimore City Locked Gate IAPA	Baltimore City	2021	Miscellaneous	Miscellaneous
12-1206-99	Pavement Management System	Baltimore City	2020	Miscellaneous	Miscellaneous
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1414-11	Citywide System Preservation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	NA	Highway Preservation	Bridge repair/deck replacement
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
14-1601-13	Babylon Road Bridge over Silver Run	Carroll County	2026	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	Howard County	2024	Highway Capacity	Roadway Widening
16-1405-41	Guilford Road: US 1 to Dorsey Run Road	Howard County	2024	Highway Capacity	Roadway Widening
16-1407-46	MD 175 at Oakland Mills Road Interchange	Howard County	2023	Highway Capacity	New Interchange
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
16-2001-67	Bus Rapid Transit	Howard County	NA	Transit Capacity	Transit capacity expansion
90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV)	Office of the Secretary	NA	Miscellaneous	Miscellaneous
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	NA	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	NA	Commuter Rail	Other
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	MDOT SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	MDOT SHA	2034	Highway Capacity	Roadway Widening
61-2304-41	MD 214: MD 468 to Camp Letts Road	MDOT SHA	NA	Highway Capacity	Roadway Widening
63-0802-41	MD 140: Painters Mill Road to Owings Mill Boulevard Phase 2	MDOT SHA	2025	Highway Capacity	Roadway Widening
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	MDOT SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-1801-41	I-95: Active Traffic Management	MDOT SHA	NA	Highway Capacity	Roadway Widening
67-2101-03	MD 835C: Cockey Lane to Old Love Point Road	MDOT SHA	NA	Emission Reduction Strategy	Bicycle/Pedestrian Facilities



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year (FY) 2024 – FY 2027 Transportation
Improvement Program (TIP) Annual Update

Date: 1/31/2024

From: Mr. Kurt Dowden
Chief of Business Operations

KURT A
DOWDEN

Copyright report by KURT A DOWDEN
Date: 2024-01-30 16:2042-0500

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2024 – FY 2027 Transportation Improvement Program (TIP) Annual Update to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list is also placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/fltp/tip/efl.htm>) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2024 – FY 2027 TIP Annual Update to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov.

Attachment

cc:
State Transportation Planner



FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

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 ERFO NPS CHOH 2019-1(1)	2024	MD	Montgomery	Chesapeake & Ohio Canal National Historic Park	Repair storm damage on Great Falls Entrance Road and at Swains Lock Parking Area	MISC	ERFO	\$2,192,000.00	Title 23	EFL	In Design	MD-06	NPS-NCR
MD FTNP ASIS 312015	2026	MD	Worcester	ASIS	Rte 10 Bayberry Rd MP 0-3.6 Pvt Pres	1R	FLTP - NPS	\$2,000,000.00	Title 23	NPS	In design	MD-01	NPS-NER
MD FTNP CHOH 264071	2025	MD	Allegany	Chesapeake & Ohio Canal (CHOH)	Repairs to Evitts Creek Aqueduct Bridge	BR	FLTP - NPS	\$363,195.00	Title 23	NPS	In design	MD-08	NPS-NCR
MD NP BAWA 501(1)	2026	MD	Prince Georges	BAWA	Route 201 Access Ramp Bridge - Northbound & BW Parkway Access Ramp	BR3R	FLTP - NPS	\$3,900,000.00	Title 23	EFL	In design	MD-04	NPS-NCR
MD NP CHOH 221851	2024	MD	Washington	Chesapeake and Ohio Canal National Historical Park (CHOH)	Improve accessibility at the Byron Bridge through the construction of an access stair	BR	FLTP - NPS	\$500,000.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD NP CHOH 235(2) 242(1) ETC	2024	MD	Washington and Montgomery	Chesapeake and Ohio Canal National Historical Park (CHOH)	Rehabilitate three tunnels and approaches	Tunnel	FLTP - NPS	\$3,385,000.00	Title 23	EFL	Construction	MD-06,08	NPS-NCR
MD NP CHOH BRG(1)	2025	MD	Various	CHOH	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$4,400,000.00	Title 23	EFL	In design	Various	NPS-NCR
MD NP FOWA 10(2)	2025	MD	Prince George's	Fort Washington (FOWA)	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In design	MD-05	NPS-NCR
MD NP GWMP 6(2)	2025	MD	Montgomery County	GWMP	Evaluate structure condition and determine scope	BR1R	FLTP - NPS	\$2,800,000.00	Title 23	EFL	In design	MD-08	NPS-NCR
MD NP GWMP BRG(2)	2026	MD	Montgomery	GWMP	Cabin John Creek Bridge, Cabin John Overpass @ Ericsson Road, Carderock Access Bridge	BR3R	FLTP - NPS	\$2,400,000.00	Title 23	EFL	In design	MD-08	NPS-NCR
MD NP SUIT 1(3) 2(3)	2026	MD	Prince George's	NACE	Rehabilitate Suitland Parkway and Safety/Guardrail Improvements	3R	FLTP - NPS	\$9,400,000.00	Title 23	EFL	In design	MD-04	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's, District of Columbia	SUIT	Construction of Suitland Parkway Trail	Trail	FLTP - NPS	\$1,400,000.00	Title 23	NPS	In design	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	BAWA	Bridge Railing and Capstone Replacement Structure Nos. 3530-003P, 004P, & 021P	BR3R	FLTP - NPS	\$3,850,000.00	Title 23	EFL	In design	MD-04	NPS-NCR
VA FTNP ASIS BRG(1)	2024	MD	Worcester	ASIS	Rehab of Assateague Channel and Sheephead	BR3R	FLTP - NPS	\$625,000.00	Title 23	EFL	Construction	MD-01	NPS-NER

APPENDIX F

FY 2024-2027 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2024 – 2027 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
11-2404-13	Governor Bridge Road over Little Patuxent River	Anne Arundel County	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds. This project will include \$500,000 (\$400,000 federal/\$100,000 matching) of HBRRP for engineering in FY 2024-2025 and \$4,500,000 (\$3,600,000 federal/\$900,000 matching) for construction in FY 2026-2027. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County. This bridge replacement project has a total cost of \$11.536 million which is being split equally between Anne Arundel County and Prince George's County.	<p>This project replaces the existing Governor's Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George's County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.</p> <p>Conformity Status: Exempt</p>	Resolution #24-5 BRTB Approval: 9/19/2023
73-2401-64	Martin Airport – All Stations Accessibility Program	MDOT MTA	This amendment adds a new project to the FY 2024-2027 TIP and utilizes All Stations Accessibility Program (ASAP) funds. This project will include \$8.91 million (\$7.11 million federal/\$1.8 million matching) for engineering in FY 2024-2025. This funding will be used to prepare NEPA documents and develop construction plans for future improvements. The total cost for engineering and environmental work is \$8.91 million.	<p>Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.</p> <p>Conformity Status: Exempt</p>	Resolution #24-6 BRTB Approval: 9/19/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-2001-13	Grier Nursery Bridge #43 over Deer Creek	Harford County	This administrative modification shifts \$500,000 (\$400,000 federal/\$100,000 matching) of STBG funds for engineering from FY 2023 to FY 2024. This funding will be used to prepare final design documents necessary for advertisement, design adjustments resulting from MDOT SHA TSL/Foundation review comments and to obtain NEPA re-evaluation approval. The total cost for this project remains the same at \$5.5 million.	This project includes replacement of the entire superstructure for the Grier Nursery Road bridge over Deer Creek. The bridge will not include sidewalks but will include shoulders (width TBD during engineering). Conformity Status: Exempt	Admin Mod: 9/22/2023
12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	Baltimore City	This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$2.5 million (\$2.0 million federal/\$500,000 matching) of NHPP funding for construction in FY 2024. This funding is necessary as a result of unexpected construction costs and escalating material costs. The estimated total cost of this project is \$22,000,000.	This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Conformity Status: Exempt	Resolution #24-7 BRTB Approval: 11/28/2023
12-1403-13	Wilkins Avenue Bridge over Gwynns Falls	Baltimore City	This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$3.8 million (\$3.04 federal/\$760,000 matching) of NHPP funding for construction in FY 2024. This funding is needed to re-advertise the project as a result of unexpected procurement issues which have delayed the original advertisement and to reflect current construction costs. The estimated total cost of this project is \$18,000,000.	This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13. Conformity Status: Exempt	Resolution #24-7 BRTB Approval: 11/28/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-2406-03	Baltimore City Greenway Trail Network – Eastern Segment	Baltimore City	This amendment adds a new project to the FY 2024-2027 TIP. This project will add \$2.5 million in federal earmark funds and \$1.5 million in State Capital Grant funds. The total estimated cost is \$4.0 million for Right of Way acquisition.	<p>The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities that make up the landscape of Baltimore City. The Eastern Segment will connect to some of East Baltimore’s most popular destinations, by creating a linear park on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.</p> <p>Conformity Status: Exempt</p>	Resolution #24-7 BRTB Approval: 11/28/2023
18-2401-99	Annapolis Electric Passenger Ferry Pilot Program	City of Annapolis	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Section 5307(h) Passenger Ferry Grant Discretionary Program funds. This project will include \$1.4 million (\$1.19 million federal/\$210,000 matching) for construction in FY 2024-2025, \$1.8 million (\$1.53 million federal/\$270,000 matching) of “Other” funds for purchase of electric ferry boats in FY 2024, and \$300,000 (\$255,000 federal/\$45,000 matching) for engineering in FY 2024. The estimated total cost of this project is \$3,500,000.	<p>The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.</p> <p>The program consists of the following: (a) Procurement of up to two (2) battery electric passenger ferry vessels (\$1,800,000): federal funds - \$1,530,000; local funds - \$270,000. (b) Landing improvements (\$1,500,000): federal funds - \$1,275,000; local funds - \$225,000. (c) Charging infrastructure (\$200,000): federal funds - \$170,000; local funds - \$30,000.</p> <p>Conformity Status: Exempt</p>	Resolution #24-8 BRTB Approval: 12/19/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
42-2401-99	Baltimore City Ferry Service Improvements	MDOT MTA	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Section 5307(h) Passenger Ferry Grant Discretionary Program funds. This project will include \$9.376 million (\$8.061 million federal/\$1.315 million matching) for construction in FY 2024. Funding will be used to improve ADA access between the existing ferry landing and ferry deck as well as replace the current diesel ferry boats with hybrid-electric light-duty ferry boats. The estimated total cost of this project is \$9.376 million.	<p>This project will improve ADA access between the existing ferry landing and ferry deck and replace the existing light-duty ferry boats with new US Coast Guard approved hybrid-electric powered ferry boats. Baltimore City pledges the matching funds necessary for the project and is ready to procure the landings so that Baltimore residents can benefit from improved ferry services.</p> <p>Conformity Status: Exempt</p>	Resolution #24-8 BRTB Approval: 12/19/2023
15-2405-55	Aberdeen Transit Oriented Development Station Square Project	Harford County	This amendment adds a new project to the FY 2024-2027 TIP utilizing FTA Community Project funds (CPF). The project includes \$5.0 million (\$4.0M FTA CPF/\$1.0M matching) for engineering in FY 2024. Project must be in the TIP to utilize the FTA CPF FY 2023 award. Engineering funds will be used for demolition plans, pedestrian underpass, and new bus bays for buses. The total estimated cost is \$5.0M.	<p>The Aberdeen TOD Station Square project includes: 1) acquisition & demo of an existing gas station, 2) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & switchback, 3) construction of a new ADA compliant pedestrian underpass with terraced plazas and sidewalks, and 4) New bus bays to accommodate Harford Transit LINK and MTA buses. The City of Aberdeen was awarded a FY 2023 FTA Congressionally Directed Community Project allocation of \$4.0 million for the TOD Station Square Project, Phase I that includes updated cost estimates, meeting the NEPA requirements, acquisition, demolition, and preliminary geotechnical and environmental studies. The TOD Station Square Project complements Amtrak's proposed investment in 2030 of \$5.0 million to the Train Station to improve their existing infrastructure and meet ADA requirements.</p> <p>Conformity Status: Exempt</p>	Resolution #24-16 BRTB Approval: 2/27/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-2302-63	Zero Emission Infrastructure and Rolling Stock	MDOT MTA	This administrative modification adds \$16.5M in Section 5307 funding (\$13.5M federal/\$3.4M matching) for construction in FY 2024. This increase in cost is a result of a transfer of Carbon Reduction Program funding from FHWA to FTA. The \$13.5M will be split between two efforts. \$6.1M will go towards the Fuel Cell Electric Bus Program and \$7.4M will go support the Zero Emission Bus technology. The estimated total cost for this project increases from \$142.1 million to \$189.0 million.	MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars. Conformity Status: Exempt	Admin Mod 3/8/2024
60-9310-13	Areawide Bridge Replacement and Rehabilitation	MDOT SHA	This administrative modification adds \$3.0 million in NHPP funding (\$2.4 million federal/\$0.6 million matching) for planning in FY 2024-2025 and \$2.7 million in STBG funding (\$2.16 million federal/\$0.54 million matching) for planning in FY 2024-25. This \$5.7 million increase is a result in higher than anticipated bridge inspection costs. The Estimated Total Cost for this project increases from \$269.5 million to \$275.2 million.	This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges. Conformity Status: Exempt	Admin Mod 3/8/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT SHA	This administrative modification adds \$0.4 million in NHPP funding (\$0.32 million federal/\$0.08 matching) for planning in FY 2024, \$0.4 million in STBG funding (\$0.38 million federal/\$0.02 million matching) for planning in FY 2024, and \$0.5 million in Highway Safety Improvement Program (HSIP) funds (\$0.4 million federal/\$0.1 million matching for engineering in FY 2024. These increases are a result of the development of a statewide pavement program as well as higher than anticipated construction costs for US 1 Bypass and MD 24 guardrail installation. The Estimated Total Cost for this project increases from \$490.7 million to \$492.0 million.	This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements. Conformity Status: Exempt	Admin Mod 3/8/2024
60-9508-19	Areawide Safety and Spot Improvements	MDOT SHA	This administrative modification adds \$0.5 million in NHPP funding (\$0.4 million federal/\$0.1 million matching) for planning in FY 2024. This increase in cost is a result of necessary safety improvements on MD 2 in Anne Arundel County and US 1 in Howard County. The estimated total cost for this project increases from \$275.26 million to \$275.76 million.	This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. Conformity Status: Exempt	Admin Mod 3/8/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
60-2301-41	I-70 : MD 32 to I-695	MDOT SHA	This amendment to the FY 2024-2027 TIP modifies the scope of the TSMO System 1 project. The revisions to the project scope eliminate the proposed work on the US 29 and US 40 corridors which will proceed as separate district projects in the future. Since the only remaining segment is from MD 32 to I-695, the project title has also been revised. As a result of removal of the US 29 and US 40 corridors, NHPP funding for construction and Right of Way has been removed. STBG and NHPP Funding for engineering have been added for FY 2024-2027. The revised total estimated cost is now \$9.226 million.	This project will add intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695. Conformity Status: Exempt	Resolution #24-17 BRTB Approval: 3/26/2024
60-2401-09	National Electric Vehicle Infrastructure (NEVI)	MDOT SHA	This amendment adds a new project to the FY 2024-2027 TIP; The National Electric Vehicle Infrastructure (NEVI) project. This amendment adds \$17.853 million in NEVI funds for engineering and construction in FY 2024-2027. Matching NEVI funds of \$4.284 for construction will come from the private contractor responsible for installation of charging stations. The total estimated cost is \$29.054 million.	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. Conformity Status: Exempt	Resolution #24-18 BRTB Approval: 3/26/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-2201-64	RAISE Transit Priority Project	Baltimore City	This amendment to the FY 2024-2027 TIP will add Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds to FY 2024 that were allocated in FY 2023 but were not obligated. This amendment will add \$36.854 million (\$14.24 million federal/\$22.614 million matching) in construction funds in FY 2024 and \$4.0 million (\$1.76 million federal/\$2.24 million matching) in engineering funds in FY 2024. The total estimated cost increases from \$51.52 million to \$54.47 million.	<p>The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.</p> <p>Conformity Status: Exempt</p>	Resolution #24-21 BRTB Approval: 4/19/2024
41-2401-05	Low or No Emission (Low-no) Anne Arundel County Bus Program	MDOT MTA	This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$2.268M in Section 5339 (c) Low or No Emission Vehicle Discretionary Grant Program funds for construction in FY 2024 (\$1.89M federal/\$0.378M matching). This funding will be used to purchase up to four (4) low-emission buses to support Anne Arundel County transit operations. The total estimated cost of the project is \$2.268M.	<p>This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel County.</p> <p>Conformity Status: Exempt</p>	Resolution #24-22 BRTB Approval: 4/19/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1203-65	Kirk Bus Facility Replacement – Phase 1 & 2	MDOT MTA	This amendment reinserts a project to the FY 2024-2027 TIP that was in previous TIPs and adds \$8.244M including \$6.033M of Section 5307 (Urbanized Area Formula) funds for construction in FY 2024 (\$4.826M federal/\$1.207M matching) and \$2.212M of Section 5339 (Bus and Bus Facilities Formula Program) funds for construction in FY 2024 (\$1.769M federal/\$0.442 matching). This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total estimated cost of the project is \$168.1M.	<p>Approximately 175 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a transportation bus storage building of approximately 200,000 square feet in size. Phases 1 and 2 are complete. Project closeout activities are taking place and project completion/closeout will be in June 2023.</p> <p>In addition to the matching funds listed, MTA has committed \$33 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #24-22 BRTB Approval: 4/19/2024
70-1503-55	MARC Facilities	MDOT MTA	This amendment to the FY 2024-2027 TIP increases funding for construction in FY 2024 by \$48.161M (\$38.529M federal/\$9.632M matching). This funding will be used to purchase property and construction of two new storage tracks at Martin Airport as well as various improvements to the BWI garage, construction of the Riverside Heavy Duty Maintenance Facility and renovations at the Elkton, Odenton, and Bayview Stations. The total estimated cost of the project increases from \$18.979M to \$67.14M.	<p>1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed. 2) Construction of Riverside Heavy Maintenance Facility. 3) Renovation of MARC's Odenton, Elkton, and Bayview Stations. Note: In addition to the matching funds listed, MTA has committed \$20.3 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #24-22 BRTB Approval: 4/19/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
42-2402-64	Baltimore Penn Station Multimodal Investments	MDOT MTA	This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$6.25M in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2024-2027 (\$5.0M federal/\$1.25M matching), \$7.4M in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for construction in FY 2026-2027 (\$6.0M federal/\$1.4M matching), and \$1.0M in private contributions. This funding will be used to provide a new bus lane on Charles Street, curb extensions, bike/ped improvements, bus stop improvements and real-time signage. The total estimated cost of the project is \$14.65M.	<p>This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.</p> <p>Conformity Status: Exempt</p>	Resolution #24-22 BRTB Approval: 4/19/2024
42-2403-64	Penn-Camden Connector	MDOT MTA	This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$11.0 million in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2025 (\$8.8 million federal/\$2.2 million matching). This funding will be used to develop 30% design for a new track connection between the Northeast Corridor and the MARC Camden Line. The Mount Clare Yard will also be repurposed into a MARC layover facility. The total estimated cost of the project is \$232.9 million.	<p>The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.</p> <p>Conformity Status: Exempt</p>	Resolution #24-23 BRTB Approval: 5/28/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-0104-61	Small Urban Transit Systems – Operating Assistance	MDOT MTA	This administrative modification adds \$652,000 in Section 5307 funding (\$326,000 federal/\$326,000 matching) in FY 2024. This increase in FY 2024 is a result of shifting funds from FY 2021 to ensure federal funds are shown in the correct year of obligation. The estimated total cost for this project increases from \$2.608 million to \$3.260 million.	<p>Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area as well as eligible transit agencies in Carroll County.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p> <p>Conformity Status: Exempt</p>	Admin Mod 5/10/2024
20-2401-44	Francis Scott Key Bridge Reconstruction	Maryland Transportation Authority	This amendment adds a new project to the FY 2024-2027 TIP. The amendment adds \$100,000 in state funds for Planning in FY 2024. This project is necessary to rebuild the collapsed structure along I-695 and reopen this critical route for commuter and goods movement. The estimated total cost of the project is \$1.84 billion.	<p>This project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.</p> <p>Conformity Status: Exempt</p>	Resolution #24-24 BRTB Approval: 5/28/2024
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification adds \$1.38 million in Section 5307 funding (\$1.1 million federal/\$276,000 matching) in FY 2024. This increase in FY 2024 is a result of shifting funds from previous years to ensure federal funds are shown in the correct year of obligation. The estimated total cost for this project increases from \$3.328 million to \$4.705 million.	<p>Urban Transit Capital will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.</p> <p>Conformity Status: Exempt</p>	Admin Mod 6/7/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-9502-05	Small Urban Transit Systems – Capital Assistance	MDOT MTA	This amendment shifts funds from previous TIP years to reflect the proper year of obligations. Section 5307 funds increase by \$10.1M (\$6.4M federal/\$3.7M matching) in FY 2024 for construction. CMAQ funds increases \$51.5M (\$42.3 federal/\$9.2 matching). The total estimated cost of the project increases from \$1.6 million to \$11.1 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance. Conformity Status: Exempt	Resolution #24-25 BRTB Approval: 6/25/2024
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	MDOT MTA	This amendment increases Section 5307 funds by \$10.4M (\$6.7M federal/\$3.7M matching), Section 5339 funds by \$3.3M (\$2.6M federal/\$0.7 matching) and CMAQ funds by \$51.5M (\$42.3 federal/\$9.2 matching) in FY 2024 for construction. These increases are a result of shifting funds from previous years to the correct year of obligation. The total cost increases from \$97.5M to \$162.78M.	This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.	Resolution #24-25 BRTB Approval: 6/25/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-9901-01	Ridesharing – Baltimore Region	MDOT MTA	This amendment shifts funds from previous TIP years to reflect the proper year of obligations. CMAQ funds increase by \$1.39 million (\$1.39 million federal/\$0 matching) in FY 2024. The total estimated cost of the project increases from \$2.67 million to \$4.06 million.	<p>The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.</p> <p>Conformity Status: Exempt</p>	Resolution #24-25 BRTB Approval: 6/25/2024
40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement 40-1804-63		This amendment shifts funds from previous years to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching) Additionally, CMAQ funding increases in FY 2024 by \$26.6 million (\$20.0 federal/\$6.6 matching). The total estimated cost of the project increases from \$152.9 million to \$194.0 million.	<p>Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety. In addition to the matching funds listed, MTA has committed \$116 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #24-25 BRTB Approval: 6/25/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
20-2401-44	Francis Scott Key Bridge Reconstruction	Maryland Transportation Authority	This amendment adds \$79.45 million state funds in FY 2025 for construction (\$60,000,000), engineering (\$18,750,000) and planning (\$700,000). This amendment is necessary as a result of FHWA requiring construction funds to be programmed in FY 25 which will allow FHWA to approve construction funds in FY 25 prior to approval of the FY2025-2028 TIP. The estimated total cost of the project remains \$1.837 billion.	This project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure. Conformity Status: Exempt	Resolution #24-26 BRTB Approval: 6/25/2024
40-2302-63	Zero Emission Infrastructure and Rolling Stock	MDOT MTA	This administrative modification adds \$19.1 million in CMAQ funding (\$15.28 million federal/\$3.82 matching) in FY 2024. This increase in FY 2024 funding allows MDOT MTA to utilize FY 2024 CMAQ allocations. The estimated total cost for this project increases from \$189.0 million to \$208.1 million.	MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars. Conformity Status: Exempt	Admin Mod 7/5/2024

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1801-64	Agencywide System Preservation and Improvement	MDOT MTA	This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$14.5 million (\$11.6 million federal/\$2.9 matching). The total estimated cost of the project increases from \$33.9 million to \$48.4 million.	<p>This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, systemwide escalators, and modernization of 40 elevators system-wide. In addition to the matching funds listed, MDOT MTA has committed \$139 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #25-1 BRTB Approval: 7/23/2024
40-1805-64	Metro and Light Rail System Preservation and Improvement	MDOT MTA	This amendment shifts funds from the FY 20 5307 grant to the correct year of obligation. Section 5307 funds increase in FY 2024 for construction by \$43.5 million (\$34.8 million federal/\$8.7 matching). The total estimated cost of the project increases from \$88.9 million to \$132.4 million.	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #25-1 BRTB Approval: 7/23/2024
70-1503-55	MARC Facilities	MDOT MTA	This amendment deletes \$19.2 million in Section 5337 funding (\$15.38 million federal/\$3.84 matching) in FY 2024. This decrease in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Improvement project. The Total Estimated Cost decreases from \$67.14 million to \$47.91 million.	<p>1)MARC BWI Garage Facility – Identify and prioritize needed repair which are then designed and constructed. 2)MARC Maintenance Facility Improvements in the Baltimore Region including the Riverside Heavy Maintenance Facility. 3)Renovations of MARC stations in the Baltimore Region including West Baltimore, Elkton, and Bayview stations. Note: In addition to the matching funds listed, MTA has committed \$21.7 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution #25-1 BRTB Approval: 7/23/2024


TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
70-1502-54	MARC Improvements	MDOT MTA	This amendment adds \$18.7 million in Section 5337 funding (\$14.96 million federal/\$3.74 matching) in FY 2024 and \$0.46 million in Section 3028 funding (\$0.385 million federal/\$0.077 Matching) in FY 2024. This increase in FY 2024 funding corrects an earlier amendment that inadvertently added funds to MARC Facilities project vs MARC Improvements. There is a corresponding Amendment to the MARC Facilities project. The Total Estimated Cost increases from \$55.78 million to \$74.9 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$24 million in state dollars. Conformity Status: Exempt	Resolution #25-1 BRTB Approval: 7/23/2024
13-2401-03	Torrey C. Brown Trail Safety Improvements	Baltimore County	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$250,000 (\$225,000 federal/\$25,000 matching). This project will provide necessary safety improvements to increase driver awareness of pedestrians and bicyclists along the Torrey C. Brown Trail. The Total Estimated Cost is \$250,000.	This project will add raised crosswalks to 9 intersections of the Torrey C. Brown Trail. The trail is located in Baltimore County and connects Baltimore County to New Freedom, PA. Future plans are to connect the trail to Baltimore City's Jones Falls Trail.	Resolution #25-2 BRTB Approval: 7/23/2024
13-2402-03	Wise Avenue and Holabird Avenue Bicycle Facilities	Baltimore County	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$104,000 (\$94,000 federal/\$10,000 matching). This project will provide necessary safety improvements for pedestrians and bicyclists along Wise Avenue and Holabird Avenue. The Total Estimated Cost is \$104,000.	This project will install bicycle facilities along Wise Avenue from Merritt Boulevard to Pinewood Drive and along Holabird Avenue from Sollers Point Road to Merritt Boulevard.	Resolution #25-2 BRTB Approval: 7/23/2024

APPENDIX G

PUBLIC PARTICIPATION


publicinput.com/BRTB-TIP

»BRTB BALTIMORE REGIONAL TRANSPORTATION BOARD
Transportation Improvement Program
& Air Quality Conformity Determination 2025-2028


PUBLICINPUT.COM/BRTB-TIP

\$4.52 BILLION
FOR 162 TRANSPORTATION PROJECTS

- ✓ Intersection improvements
- ✓ Bridge repairs and replacements
- ✓ Added lanes and shared-use paths
- ✓ Transit-oriented development
- ✓ Reducing traffic congestion
- ✓ Expanding freight corridors
- ✓ Boosting transit connectivity
- ✓ No setbacks in air quality standards



PROPOSED SPENDING TO MAINTAIN, OPERATE & EXPAND THE BALTIMORE REGION'S TRANSPORTATION SYSTEM

JOIN A VIRTUAL PUBLIC MEETING **COMMENT BY**
JUNE 10, 12 PM & 6:30 PM **JUNE 17**

PRESS RELEASE



BIKEABLE BALTIMORE REGION PROJECT IDENTIFIES FIRST REGIONAL BIKE NETWORK

BALTIMORE, MD (Thursday, May 16, 2024) – The Baltimore Regional Transportation Board (BRTB) is seeking feedback on a draft transportation investment plan which anticipates \$4.52 billion for projects throughout the Baltimore region. A comment period on the draft closes June 17, and includes two virtual public meetings on June 10.

Known formally as the Transportation Improvement Program (TIP), the plan includes funding for 162 bicycle, pedestrian, transit, bridge, highway and freight projects that BRTB members tapped as priorities for the 2025-2028 planning window.

Key among these are safety improvements at dozens of intersections in Baltimore City, bridge repairs or replacements in Baltimore and Carroll Counties, expansions along Snowden River Parkway in Columbia and transit-oriented development in Odenton and Aberdeen, as well as the Maryland Port Administration's Howard Street Tunnel freight corridor expansion, the Maryland Transportation Authority's I-95 Express Toll Lanes from White Marsh to Bel Air and the Maryland Transit Administration's Red Line connection across Baltimore.

"Boosting connectivity across modes of travel, improving environmental outcomes and increasing safety for all users are important threads in this TIP," said Todd Lang, Director of Transportation Planning at Baltimore Metropolitan Council, the agency that staffs and supports the BRTB. "These projects will help move our region's transportation network forward."

The 2025-2028 TIP includes about \$2.3 billion for highway preservation and expansion, \$1.28 billion for transit and commuter rail preservation and expansion, \$463 million for the ports and \$480 million for emissions reductions, safety improvements and other spending. Support from federal agencies accounts for about \$2.8 billion of this funding, with state and local agencies providing \$1.24 billion and toll revenues covering \$490 million.

Notably, investments in bicycle and pedestrian infrastructure are drawn from many categories, particularly the funding for highway preservation and expansion. This TIP also includes record funding for transit throughout the region, accounting for all of the transit projects requested by local and state agencies.

The draft TIP also includes an Air Quality Conformity Determination, which assesses that the projects in the TIP will not delay the Baltimore region's progress toward meeting national air quality standards.

You can learn more about the draft 2025-2028 TIP and associated Air Quality Conformity Determination via publicinput.com/BRTB-TIP.

1500 Whetstone Way | Suite 300 | Baltimore, MD 21230-4767 | T (410) 732-0500 F (410) 732-8248 W www.baltometro.org

ANN ARUNDEL COUNTY BALTIMORE CITY BALTIMORE COUNTY CARROLL COUNTY HANFORD COUNTY HOWARD COUNTY QUEEN ANNES COUNTY



The BRTB is asking members of the public to complete a brief survey on the draft TIP, and welcomes open-ended comments on the projects or planning process. The BRTB will also host two virtual meetings for participants to learn more and ask questions or make comments. Both meetings will take place on Monday, June 10, one at 12 p.m. and one at 6:30.

Ways to comment include:

- Online via a short survey at publicinput.com/BRTB-TIP
- Sending an email to BRTB-TIP@publicinput.com
- Texting keyword 'BRTB-TIP' to 73224
- Leaving a voicemail toll-free via 855-925-2801x10279
- Reaching @BaltoMetroCo on social media with #BRTBListsens
- Joining a virtual public meeting on Monday, June 10 at 12 p.m. or 6:30 p.m.

###

Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve quality of life and economic vitality. As the Baltimore region's council of governments, BMC hosts the Baltimore Regional Transportation Board (BRTB) and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.

BMC operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964 and other applicable laws. BMC offers interpretation services, including language translation services and signage for the hearing impaired, at public meetings upon request with seven days advance notice. BMC will not exclude persons based on age, religion, or disability. For assistance, contact the Public Involvement Coordinator, comments@baltometro.org, or call 410-732-0500. Dial 7-1-1 or 800-735-2258 to initiate a TTY call through Maryland Relay. Usuarios de Relay MD marquen 7-1-1. Si se necesita información de Título VI en español, llame al 410-732-0500.

ANN ARUNDEL COUNTY BALTIMORE CITY BALTIMORE COUNTY CARROLL COUNTY HANFORD COUNTY HOWARD COUNTY QUEEN ANNES COUNTY

ADVERTISEMENTS

Paid ads (print and digital) were placed in 4 local outlets:

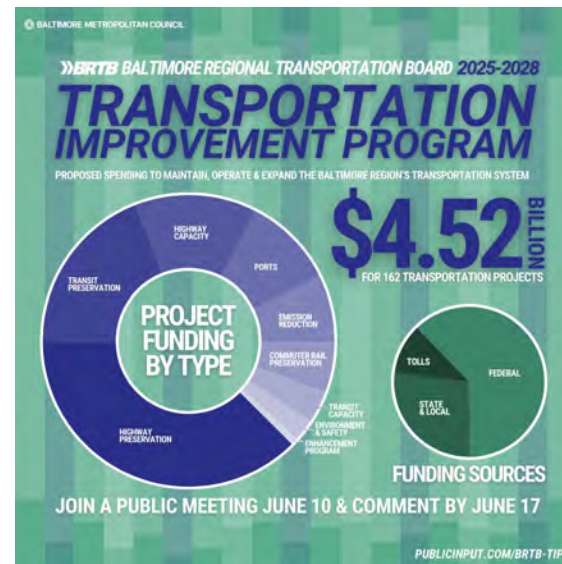
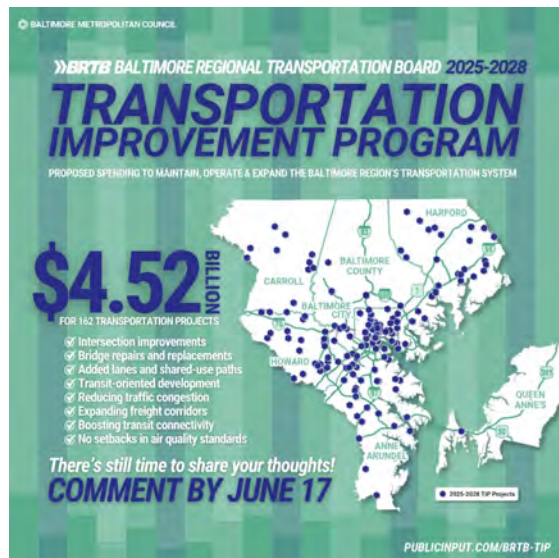
1. Afro American
2. Baltimore Beat
3. Baltimore magazine
4. Latin Opinion Baltimore

Paid digital ads were placed on Meta (targeted by jurisdiction) and Nextdoor.

Posts were shared on the following social media channels:

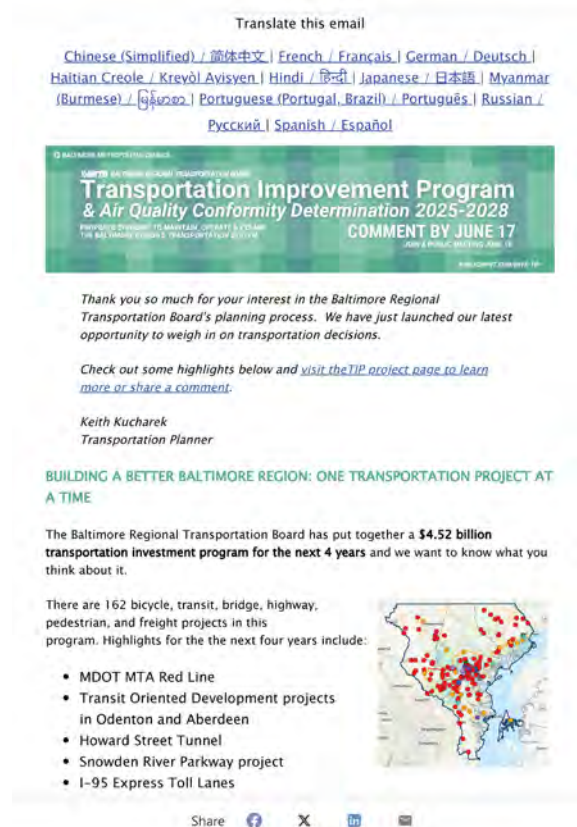
- LinkedIn
- Facebook
- Instagram
- X
- Nextdoor

Our paid and unpaid promotion of the comment period on social media got a combined 105,374 impressions and 1,745 link clicks. .



DIGITAL ANNOUNCEMENTS

Digital announcements sent to ~430 TIP/LRTP interested parties and previous participants:



We're planning over \$4 billion worth of transportation projects for the region. Let us know what you think

<https://publicinput.com/m768438>

Join us today for a meeting on over \$4 billion worth of transportation projects for the region

<https://publicinput.com/t585288>

Recording available on \$4 billion worth of transportation projects for the region. Comment by June 17!

<https://publicinput.com/y113413>

Announcement sent to 4,390- 4,600 interested parties via B'more Involved e-newsletter

B'more Involved - June 2024

<https://publicinput.com/k830608>

B'more Involved – May 2024

<https://publicinput.com/p360252>

RESULTS

Results and infographic available online at publicinput.com/BRTB-TIP

Highlights of results

Nearly 210 people shared over 250 comments, including over 180 transportation project ideas or transportation needs.

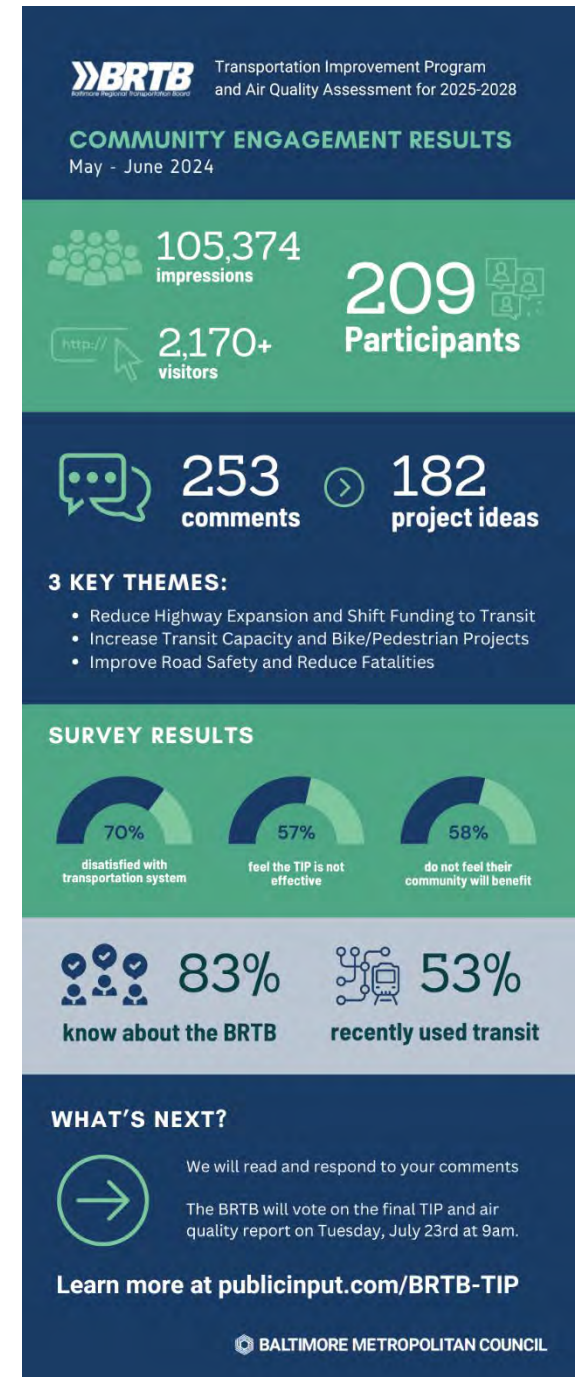
- 70% express dissatisfaction and feel there are significant issues with the transportation system that negatively impacts daily life and need to be addressed urgently. Only 5% reported being satisfied with transportation infrastructure meeting basic needs.
- 57% felt the TIP is Not Effective, 42% Somewhat Effective, and only 1% believe it is Very Effective
- 58% have doubts or don't believe their community will benefit from these projects. About 14% believe their community will benefit to some extent or significantly.
- 83% have some level of familiarity with the BRTB
- 109 people reported using local transit in the past month

Key themes/Top areas of concern:

- Reduce Highway Expansion and Shift Funding to Transit
- Increase Transit Capacity and Bike/Pedestrian Projects
- Improve Road Safety and Reduce Fatalities

RECORD OF SURVEY RESULTS

PublicInput.com/Report/jg1y1znshou





SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

1. Michael Martin

Despite the marketing spin, the actual funding is heavily weighted towards highway maintenance and construction. I would much rather see it shift towards emphasizing transit and bike and pedestrian improvements. We should not be adding SOV lane capacity anywhere in central Maryland. E.g. why can't bike+ped improvements be made to Snowden River Pkwy without having to add vehicular lanes as well? I urge BMC to reconsider their priorities in this plan.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The Howard County Office of Transportation has provided an update on their recent actions for this project. Since the Snowden River Parkway project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

The Office of Transportation has met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

Thank you again for your comment.

2. Jed Weeks

This TIP continues to ignore nearly all public comment, polling, and surveys asking for greater investment in walking, biking, and public transit, instead investing in anti-science road widening and inducing demand.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. There are a number of projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. In Baltimore City alone, there are six projects specifically for bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail segment in Howard and Baltimore Counties. Other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as MDOT SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Doldfield Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicyclists to safely cross bridges. There are other examples of projects aimed at reducing automobile usage such as the Baltimore City Ferry Service improvements and the Annapolis Electric Ferry program. And finally, in the BRTB Transportation Planning Budget (formally known as UPWP), the Transportation and Land Use Connections program which provides up to



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. In the coming year 30% design will be initiated for Patapsco Regional Greenway: Cherry Hill segment.

The 2025-2028 TIP also includes two major transit capacity improvement projects. The Red Line, which Governor Moore announced would be a light rail, has over \$151 million programmed for planning and engineering and the Penn-Camden Connector, a \$233 million project, with \$11 million programmed for engineering in 2025. While it does take time to see the results of reducing capacity projects and increasing transit and multimodal options, these projects represent a big step forward in providing additional transportation options in the Baltimore region.

Thank you again for your comment.

3. Zac Blanchard

This plan, like last year's plan, is incredibly out of touch with what citizens care about. Highway expansion should be much lower than transit expansion - instead, it is 4x as much.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP contains over \$162 million in transit capacity improvements. By comparison, the 2023-2026 and the 2024-2027 TIPs had \$0 programmed for transit capacity. Conversely, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

Thank you again for your comment.

4. Adam Aviv

There is way too much money dedicated to highway spending. If we want to be a world class city and region, we need to invert the scale and focus on expanding transit, particularly heavy rail like MARC and metro, as well as last mile mobility with bikes and walking.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Changes to transportation programming takes time, potentially several years to see significant changes. The Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority (MDTA) that initiated construction in 2018 with anticipated opening by 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

2022 to 5.5% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% in the category of transit capacity improvements.

As for additional funding for bicycles and walking, there are numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects aimed at bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties. Many other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfeld Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicycles to safely cross bridges.

Thank you again for your comment.

5. Joshua Spokes

We need to stop expanding highways in the state of Maryland if we are truly committed to our emissions goals. Any supposed emissions gains from "improving congestion" is a farce at the expense of other systems that could be improved. We need to put more money into transit expansion, transit operations and traditional forms of transportation like biking and walking. We are driving towards a cliff and haven't even taken our feet off the gas pedal at this point.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Nearly 10% of all projects in the TIP are intended to help reduce emissions. These projects account for about 5.5% of all spending in the TIP or about \$337 million.

Funding in the Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by the Maryland Transportation Authority's I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 5.5% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million in the category of transit capacity improvements. Recent years did not include any funding for transit capacity. Regarding the MTA system, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

There are also numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects geared towards bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

other projects in the TIP relating to bicycle and pedestrian improvements include the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties which is part of a 40 mile trail between Baltimore City and Carroll County. Several other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange include shared-use paths.

Thank you again for your comment.

6. Josh Black

We desperately need MARC and transit expansion as well as rapid construction of well-separated bike and pedestrian infrastructure. Regional rail MARC with frequent service would alleviate a lot of the traffic issues that are due to the Key Bridge collapse. Widening highways is an absolute waste of money that will lead to more pollution and more traffic. It is destroying Baltimore.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

7. Samuel Chapin

We shouldn't be spending nearly as much on highways as greener forms of infrastructure—I'd like to see more investment in rail, bike lanes, and walking infrastructure.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Most of those highway capacity funds are accounted for by one Maryland Transportation Authority project, the I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million for Transit Capacity improvements, primarily the Red Line between Baltimore City and Woodlawn in Baltimore County. Recent years did not include any funding for transit capacity. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

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As for adding more bike lanes and walking infrastructure, the TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples include the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects, both of which include shared-use paths. Additionally, The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

8. Elizabeth Thornberry

The relative spending proposed for transit and bike/micromobility infrastructure v. highways is very disappointing. The red line is great but let's actually tunnel it. That's worth way more than whatever the plan is for I-83, which should not exist in the first place, at least in the dense parts of Baltimore City. Yes, I read the explanation for why there's not more money for transit, no I don't find that explanation sufficient. We also need a north-south rail option in the city connecting to Towson. Also, we should not be spending money electrifying buses. Much more effective in reducing emissions to put that money towards *more* buses, of any kind, so that we can actually get some mode shift from cars to transit, and so that transit-dependent households are better connected to the rest of the city, jobs, etc. We do not need new highways, at all. Plans to build new highways are actively detrimental to the state's official climate goals and should be entirely abandoned.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Highway Capacity funds have decreased by nearly one third since last year. The 2024-2027 TIP programmed over \$918 million for Highway Capacity improvements while the 2025-2028 TIP programs only \$606 million. Funding for the Red Line is now included in the 2025-2028 TIP for over \$151 million for planning and engineering. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City including upgrades at over 50 intersections throughout the City. Additionally the City has included a project that will provide a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

9. Jon Marchione

Expanding highways should not be the priority of the budget in a dense city. We should be attempting to provide world class public transportation to help our city be more liveable for those who can't afford cars.



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BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City. These include upgrades at over 50 intersections throughout the City and a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

10. Michael Starnes

we should not be expanding auto infrastructure, this is heavily weighted towards more expensive auto infrastructure even though our state environmental plan suggests we must reduce road miles and that EVs won't cut it alone. Construction projects to build more highways are expensive and do not increase quality of the economy or speeds at which people travel as more people drive, they get slow. there are specific improvements like MARC service or more frequent bus service that improve livability and do not require expensive and high risk capital projects like roadway expansion.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance for a total investment of nearly \$242 million towards MARC.

Thank you again for your comment.

11. Jamie DeAntonis

For the Baltimore metro area to thrive, we need to scale back car infrastructure (road diet on Pratt, Lombard, Light, tear down 83 to restore the Jones Falls, etc) and prioritize other initiatives like the bus, MARC, biking, and especially adding metro lines. The current spending plan shows that BRTB is continuing to make the mistake of prioritizing cars



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BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have been steadily decreasing over the last few years. Since 2021 Highway Capacity funds have gone from 30.6% to 9.9% in the current draft 2025-2028 TIP. Since last year alone Highway Capacity funds have decreased by about one third going from \$918 million for Highway Capacity improvements to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Funding in the amount of \$151 million for the Red Line has also been added to the 2025-2028 TIP. The previous two TIP cycles did not contain any Transit Capacity funds. This represents a major shift change in funding priorities. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. Additionally, MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance bringing the MTA investment for MARC to nearly \$242 million.

Thank you again for your comment.

12. Aaron Iddings

Would favor investments in public transit over highway expansion.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

13. Alexandra Pyan

We need a greater investment in public transportation and focus on road safety for pedestrians over highway expansion.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the



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Thank you again for your comment.

14. Chris Boyle

There is no reason why you are planning to spend nearly 4x as much on highway/road spending over transit/pedestrian/bike spending. The Baltimore Metro Council consistently ignores public comment in favor of doubling down on highway paving and widening. This is not going to make Baltimore a healthier and safer city and region. Planning to rebuild the elevated section of I-83 is committing Baltimore to a bifurcated downtown for decades to come.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

The Baltimore City project along I-83 is a safety improvement project. The vast majority of the work will be to repair deteriorated bridge conditions including repair of potholes oftentimes caused by spalling. As safety is the top priority, it is important to maintain bridge structures to provide a safe transportation system for all.



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Thank you again for your comment.

15. Henry Cook

I remain absolutely staggered by the amounts of public funding dumped into highway construction and expansion. Every TIP we're told that we will spend hundreds of millions of dollars on road construction and congestion will improve. This is obviously not occurring. There is plenty of evidence that building highway lanes does not relieve congestion, but BRTB remains stuck in the 20th century on this topic. For example, there is a \$1.1B I-95 toll lane expansion project underway that is destroying trees and wildlife along that corridor. However, I doubt that this plan has 1/10th of that value programmed for active transportation projects, like separated multi-use trails connecting neighborhoods - which would actually take cars off the road and reduce congestion and improve air quality.

With respect to incorporating prior comments from the community, it still appears to be mostly a marketing effort to convince us that BRTB is not just wasting our money on highway spending.

BRTB claims "For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks." but fails to identify how much funding is actually dedicated to improving bicycle and pedestrian networks. Frankly, this shows that BRTB continues to program active transportation as an afterthought to their highway plans.

There are some minor positive trends - such as planning funding for the Red Line. My main comment is that transit and active transportation investments need to be prioritized. It's so disappointing that our region gets so much federal funding and chooses to waste it on expensive highway construction instead of investing in true quality of life improvements, like improved active transportation connections and transit. Especially spending \$600M on expanding our already enormous highway maintenance liabilities. BRTB needs to start holding local DOT's and SHA accountable to make more effective use of federal funds.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. As you pointed out it is hard to highlight the extent of alternative transportation (Bike/Ped/Transit) improvements that are associated with highway and bridge projects. BMC staff will explore with project sponsors how to better describe and quantify these improvements. In addition, staff will explore how to better highlight such alternative projects in areawide projects that can be somewhat obscure. An idea that was floated at a Bikeable Baltimore Region (BBR) meeting was to somehow benchmark our progress on Alternative Transportation facilities and investments with other regions and BMC staff will explore potential methods to include this in future work programs.

In addition, the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in



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2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

16. Norris Blackburn

We must prioritize funding transit and bike facilities over highways

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, there is a trend of increasing transit capacity funding and decreasing highway capacity funding. The overall amount of funds allocated to transit is an indication that changes are occurring.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

17. Brian Harrington

Cancel the I-95 expansion and redirect the money to mass transit, including MARC.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The I-95 project is managed by the Maryland Transportation Authority (MDTA) and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.

Thank you again for your comment.



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18. Dylan McDonough

I am disappointed to see such an emphasis on highway construction projects vs. transit oriented projects. In order for Maryland to reach the emissions goals set forth in the Climate Solutions Now Act, the State must prioritize projects that lead people away from reliance on cars for travel.

My girlfriend lives in Frederick, and it is insane that there is no way to get from two of Maryland's major cities, only 1 hour apart, by transit. While I applaud some of the efforts in this plan, there needs to be a change in emphasis on what types of projects are funded.

I hope you take these comments into consideration.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Although it is not part of the 2025-2028 TIP, MDOT MTA proposed to “study the efficacy of new transit service to Western Maryland and in corridors that have identified gaps” including Fredrick/Hagerstown to Baltimore in the [Maryland Statewide Transit Plan](#).

Funding for Highway Capacity projects have steadily decreased since 2021. In 2021 over 30% of the funding in the TIP was for Highway Capacity. That number has dropped to only 9.9% in the 2025-2028 TIP. Most of the highway capacity funds (74%) can be attributed to one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation funds are also increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP. Commuter Rail preservation is rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project. Governor Moore recently announce that the Red Line will provide a light rail option. Transitioning from highway to transit will take time. The current trends do indicate, however, that the transition has begun.

Thank you again for your comment.

19. Anonymous Postcard

To Whom It May Concern: I am writing to express my concerns with the 2025-2028 TIP Budget; I am specifically concerned with the budget allocation to transit and with the stated goal for regional transit death in comparison with highway expansion, transit receives a pittance of this proposed budget despite the known benefits of transit for community health and equity. Re: Job access and climate change mitigation, our region has to lead the state in terms of climate and smart growth and this budget does not reflect this.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead,



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MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

20. Anonymous Postcard

Please, transit makes fiscal sense and is vital for quality of life. Our cuts deserves better, Move transit, less highways, less pavement.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

21. Anonymous Postcard

Increase and improve transit services. Stop funding freeways/highways! LOS is a bad measuring tool!!!! Stop changing the goal posts to make it sound like you're doing a good job with traffic deaths! Get more community planners/activists into the room! Traffic engineers are not taught to care about safety and livability at communities! The decision does not (should not) start and end w/traffic engineers – especially when the problem is just getting worse!! Think about the marginalized people in these decisions!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation



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Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Regarding safety for pedestrians, members of the BRTB have highway safety plans in place and work aggressively on several fronts to ensure the safety of everyone using the transportation system. The safety team is much broader than engineers, the team includes law enforcement, education, planning and even epidemiologists. The BRTB recently conducted a review of Traffic Impact Study practices and recommended analysis measures other than traditional Level of Service including multi-modal measures.

Thank you again for your comment.

22. Anonymous Postcard

I'm writing to emphasize the fact that while the Red Line is an achievement, we need more new transit capacity projects. We are still very clearly focused on highway capacity projects 4:1. Transit can actually help us achieve goals of reducing road deaths and emissions. Please help us actually move towards the safer and healthier future we need and deserve.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.

Thank you again for your comment.

23. Anonymous Postcard

As a resident of Baltimore City, I am urging the BRTB to consider more transit capacity projects in the 2025-2028 TIP. It's disheartening and incredibly frustrating to learn that the BRTB is considering highway related projects at almost 4:1 ratio over transit related projects. Improving and expanding transit options are a surefire way to better quality of life for so many city residents and visitors! The city is great! It



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would be better if it was easier, safer and cheaper to get around it! We don't need bigger highways. We need bigger transit infrastructure. Please do better. The options are nearly limitless; bus routes, train lines, Red Line in progress and the list goes on!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, Baltimore City recently revised the routing for the Charm City Purple Route and added the Banner Route – the Charm City rides are free.

Thank you again for your comment.

24. Anonymous Postcard

The Red Line is an example of projects we need more of. Considering the answer to meeting the traffic death goal is to raise the amount of deaths that we find acceptable, maybe we should not be spending 4x the amount of transit spending on highways. Come up with more transit projects rather than feeding the monster.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019 by the General Assembly, that methodology was changed for state plans and the BRTB again committed to using the state's new approach. The goals and targets changed due to a new statistical method and a spike in traffic fatalities and serious injuries during the COVID pandemic. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

25. Christiana Rigby

To Whom It May Concern, my name is Christiana Rigby and I represent District 3 on the Howard County Council. I am reaching out today to provide input on Project 16-1410-41 - Snowden River Parkway: Broken Land Parkway to Oakland Mills Road, identified also as project J-4222 in Howard County's Capital Budget. This project lies completely within my district, and I am reaching out today to provide feedback.

The project to widen Snowden River Parkway has been included in Howard County's budget since 2008. When I joined the County Council in 2018, I worked to advocate for the community in increasing bicycle and pedestrian opportunities along Snowden River Parkway. There are



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many activity centers along this section of Snowden River Parkway and neighboring residential communities were struggling to reach everything safely. Our efforts led to enhanced intersection improvements for all, especially pedestrians and bicyclists. In addition, we were able to install a shared-use pathway in front of the post-secondary school Lincoln Tech to help students at the school cross Snowden River Parkway at intersections, instead of directly over the street and median. I am proud of these improvements and strongly support the ten-foot-wide shared-use pathways proposed in the project included in the TIP. Expanding that pathway would further new connections in Columbia as pedestrian and bicycle infrastructure grows with the construction of the Dobbin Road Pathway and complete streets along Cradlerock Way, Oakland Mills Road, and Guilford Road.

However, I remain concerned about the proposal to widen Snowden River Parkway from four to six lanes. In the sixteen years since the project was first introduced, traffic patterns around Howard County have changed. More importantly, transportation habits have changed. Residents have access to an expanded network of public transportation with the RTA Bus, and Howard County is home to an impressive bike and pedestrian infrastructure. As a County, we have made a commitment to reducing emissions while increasing accessibility and walkability, evidenced by the award-winning Complete Streets policies that were implemented several years ago. Widening Snowden River Parkway to add an additional lane in each direction dismisses these goals and commitments. During the Council's review of Howard County's General Plan, HoCo By Design, in October 2023, Councilmembers unanimously approved an amendment to strike language to widen Snowden River Parkway and, instead, add language to construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.

Finally, given the length of time since this project was initially proposed and the changes since the pandemic, I believe it would be prudent to ensure updated traffic studies exist before moving forward with widening plans. I ask that the widening portion of this project is reconsidered to ensure it meets the needs of current and future Howard County residents.

Thank you for this opportunity to provide my feedback.

BRTB response (written in conjunction with the Howard County Office of Transportation): Thank you for your comments and concerns regarding the submission of the Snowden River Parkway project in the 2025-2028 Short-Range Transportation Improvement Program (TIP). OOT wanted to update you on their recent actions on this project to provide some clarity and chart a path forward.

Since the project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

After their meeting with your staff, the Office of Transportation met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of that effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

26. David McGill



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Consider funding to study the possibility of more one seat rides. Instead of buses mostly going either east-west or north-south, consider more east-and-then-north, west-and-then-south, etc.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your suggestion to study more transit services that allow users to get to their destinations without requiring multiple transfers. We recognize the significant advantages of routes enabling passengers to travel directly to their destinations, including increased convenience, ease of use, and efficiency of travel time. These improvements have the potential to boost ridership and promote sustainable public transit. However, we must balance these benefits against the complexity that additional routes could introduce to the transit network. While more direct routes can be beneficial, they can complicate scheduling, vehicle allocation, and coordination with existing services. Ensuring that new routes do not negatively impact the reliability and coverage of our current network is crucial. All Baltimore regional transit services periodically evaluate their routes and services to determine if changes are necessary. We appreciate your suggestion for a comprehensive regional study to examine the routes and transfers between significant destinations, focusing on routes that do not conform to the traditional single-axis directional orientation.

Thank you again for your comment.

27. Nicholas Mayr

We can't afford to expand any driving infrastructure. We need to stop locking in high carbon emission transportation and make decisive investments in transit, walking, and biking - and then remove local zoning restrictions which prevent dense development along transit investments.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: ElkrIDGE to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Also, in June there was an announcement of \$4.7m in federal funds to advance multimodal, transit-oriented development around Reisterstown Plaza Metro Station. There is also a \$55.6 million project for TOD at the Odenton MARC station.

The 2024 Maryland General Assembly passed [HB 538-Housing Expansion and Affordability Act of 2024](#) which requires a local jurisdiction to allow density increase for certain projects in transit station areas and prohibits a local jurisdiction from implementing "unreasonable limitation or requirement" for certain development projects in transit station areas.

Thank you again for your comment.

28. David House



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We don't need any more roads, highway lanes, parking etc. The only way to reduce traffic is with safe, reliable, convenient and frequent alternatives to driving. Electric cars will not save us.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

29. George Hearn

Prioritize mass transit. This plan is a failure.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

Thank you again for your comment.

30. Elaine A

Need more reliable bus routes in Baltimore city. Build the red line.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.



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31. Hellen Swanson

Yes to tunnels! - with high speed rail.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

32. Nick Levendusky

Have the right goals, we want it to be as safe, efficient, and affordable to get anywhere in the city within 15/20 minutes. How would we achieve that? Answer is not everyone driving a car

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has initiated a study to conduct scenario planning to answer questions similar to the question you pose regarding travel times. We encourage you to participate in the public involvement process as part of this study.

Thank you again for your comment.

33. Tyler Ruth

As others have said, funding for transit should be significantly increased.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. There are also numerous bicycle and pedestrian projects.

Thank you again for your comment.

34. Matt Oberdier

There needs to be way more investment in zero or neutral emission transportation such as trails and trains. Please prioritize the connectivity of such enabling infrastructure including the Baltimore Greenway Trails Network!!!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design Baltimore Greenway Trails Network: Druid Hill Park to Lake Montebello. Additionally, the 2025-2028 TIP includes funding for planning and engineering for the Red Line,



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which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

35. John Hendrix

This is completely backwards- any vision for the future has got to move to improved transit, accessibility and bicycle/pedestrian/safer streets and less reliance on auto. 'One more lane' thinking never works- shorter headways, greater reliable and protected bicycle/community lanes always do.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes over \$160 million in Transit Capacity improvements including over \$151 million for planning and engineering of the Red Line. This represents a major investment in transit capacity that did not exist in previous years.

The BRTB agrees that there should be added emphasis on protecting bicyclist and pedestrians. As such, there are numerous projects included in the 2025-2028 TIP that aim to address bicycle and pedestrian safety. Baltimore City has six projects that are aimed at improving safety including protected bicycle lanes along Falls Road and upgrades to over 50 intersections throughout the City to improve pedestrian safety. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Additionally, there are many other examples of projects in the TIP that are geared towards bicyclists and pedestrians. The Patapsco Regional Greenway: Elkridge to Guinness project is part of a 40 mile trail extending from Baltimore City to Carroll County. The State Highway Administration has numerous bicycle and pedestrian projects included in their Areawide Transportation Alternatives Program. These projects can be found in Appendix D of the 2025 TIP. In addition to those projects in the TIP, the BRTB provides funding to local governments for the Transportation and Land Use Connections program which provides up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. And finally, in the coming year 30% design will be initiated for PRG: Cherry Hill segment.

Thank you again for your comment.

36. Nic Ruley



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Please, please, please connect the east and west side of the city with metro or light rail. PLEASE keep expanding bike infrastructure in the city. PLEASE focus on transportation for all and not just transportation for those with cars. We are a major city. We should be able to be carless.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

37. Hellen Swanson

Yes, carless should be the focus, but high speed rail is much more needed than anything. What about the people who cannot or will not walk or bicycle? The percentage of such persons is likely greater than we realize. There are persons who need safe, reliable, quick transport who may also have health limitations, or use assistive equipment like wheelchairs, baby carriages, and shopping dollies. Residents all over Maryland need better transportation, not just walkers and bicyclists.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

38. Ellen Worthing

No more roads.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.



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39. Hellen Swanson

High speed rail is what we need- below or above ground, as necessary. Consider for example going below in congested areas; going above ground alongside, over, or on existing roads, especially in areas of high vacancy and blight.

A consideration in regard to areas of high vacancy and blight: Rather than trying to rebuild some of the crumbling residential infrastructure, let us remember that people are healthier when they are not packed tightly into small dwelling units. We can space out affordable housing and place it near great transportation. We do need more green spaces/ watershed to make a better Maryland for all.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that there needs to be better coordination between affordable housing planning and transportation planning. To this end, The BRTB is currently conducting a study to improve this coordination with results due soon.

Thank you again for your comment.

40. Daniel Paschall

For the project: Belair Road Rehabilitation, please include a shared-use path on the bridge to create a future connector between the Baltimore Greenway Trails Network and the Baltimore County bike and pedestrian network.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We have shared this comment with Baltimore City and will encourage them to review your suggestion.

Thank you again for your comment.

41. Daniel Paschall

Please prioritize the implementation of the Middle Branch Trail project.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to publicinput.com/BikeBaltoRegion for ways to get involved and advocate for your project idea.

Thank you again for your comment.

42. Anonymous Postcard

Dear BRTB, I hope you spend time and money on increasing bus frequency and commuter experience. Cleaner and more high tech buses that people want to be on. I also hope there will be increased frequency on the light rail. Thank you!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We recognize that frequent bus service is critical to making public transit reliable, reducing wait



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times, lessening travel times, and attracting more commuters. We are actively working to optimize bus schedules, improve route efficiency, and allocate resources effectively. Enhancing the commuter experience is also a priority, with efforts to maintain cleaner buses and invest in high-tech buses featuring real-time tracking, Wi-Fi, improved seating, and climate control. We and our local and state partners are seeking funding opportunities and partnerships to upgrade our bus fleet.

Increasing light rail frequency is essential for efficient and reliable transit, as it reduces congestion, minimizes wait times, and accommodates peak-hour demand. However, an aging fleet presents a significant challenge, highlighted by the temporary suspension of light rail services at the end of 2023 due to mechanical issues. We are committed to investments and improvements to address these capacity issues. Earlier this year, the MTA received a federal grant for \$213 million for light rail replacement vehicles. This is matched with state funds to overhaul 53 light rail vehicles, extending their service life by 15 years to improve capacity and frequency.

Thank you again for your comment.

43. Thierry Peters

Interconnectivity between the city and county in W and NW Baltimore is severely lacking. N Forest Park Ave lacking both cyclist and pedestrian facilities in their entirety. Liberty Heights Ave sees high average speed vehicular traffic and NW Baltimore, traditionally neglected, still being neglected. This plan is absolutely out of touch with reality and what citizens want. I say this as a resident of NW Baltimore City. Driving infrastructure in the city is also underfunded but we do not need road widening and large road projects that neglect alternative modes of transport. Listen to communities that have long been neglected.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to publicinput.com/BikeBaltoRegion for ways to get involved and advocate for your project idea.

Thank you again for your comment.

44. Daniel Paschall

I'm writing in support of the Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements and recommend it include traffic-separated walking and biking connections to the nearby Jones Falls Trail and other residential and commercial destinations for people of all ages and abilities.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to publicinput.com/BikeBaltoRegion for ways to get involved and advocate for your project idea.

Thank you again for your comment.

45. Daniel Paschall



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For the MD-3 project, please prioritize the safety for people walking and biking with traffic separated crossings for all ages and abilities, especially for the crossing at the 175 intersection, which is a critical connection for people accessing the South Shore Trail / East Coast Greenway.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your interest in improving safety for people walking and biking along this corridor. We share your priority of creating a safe and accessible environment for pedestrians and cyclists. Per the project [webpage](#), the purpose of the project is to improve traffic operations, *pedestrian accommodations and bicycle connections* while maintaining roadway safety for all users. The project website also indicates that the scope of the project includes constructing a shared-use path. A public meeting is being planned for the Fall to present the 30% Plans that will show the proposed improvements, including a shared-use path and access to the South Shore Trail. The Portal page will be updated with additional information and a newsletter will be sent closer to the meeting date, we encourage you to stay engaged and check the project webpage for updates.

Thank you again for your comment.

46. Central Maryland Transportation Alliance

Thank you for the opportunity to comment on the Draft 2025-2028 Transportation Improvement Program. As a long-standing stakeholder group in the region, the Transportation Alliance believes it is important to thoroughly review regional plans like this one, offer constructive feedback, and hold regional leadership accountable for their votes to approve these plans. For years, we have been commenting on the lopsided spending priorities in the TIPs – spending on highway capacity projects has significantly outpaced spending on transit capacity. In fact, for the last three TIPs there were zero dollars programmed for transit capacity projects while there was over \$900 million for highway capacity. In the Draft 2025-2028 TIP, we are pleased to see some small movement toward a more balanced approach. We are pleased to see the Red Line added as a new transit capacity project this year, and to have about \$162 million programmed for transit capacity projects. However, there is still over \$600 million programmed for highway capacity projects. Additionally, projects such as the I-95 Access Study and Dolfeld Boulevard Interchange are highway capacity projects that have relatively small amounts of funding programmed for just their planning and engineering phases in this TIP, but the estimated total cost of the projects would significantly add to that \$600 million of highway capacity spending if funding is identified and programmed in future TIPs. We recommend that highway capacity projects that have not entered the construction phase be reevaluated and removed from the TIP. As we have written to this body many times over the years, adding more road capacity to our region's transportation network is ineffective, wasteful, and counterproductive. We're disappointed that our state and regional leaders who form the BRTB have not seriously considered the overwhelming scientific evidence and decades of lived experience which demonstrate that continually adding capacity to our road network year after year has failed to improve transportation outcomes for Baltimore-area residents. One stark example of this failure is in the scale of human lives lost on our roads. The stated goal of both the state and the region is to achieve zero traffic fatalities. However, according to data presented in TIPs over the last 8 years, the region has made little-to-no progress in reducing roadway fatalities. The 2020 TIP reported that 22028 people died on the road in 2016. This draft 2025 TIP reports that 223 people died on the road in 2022. But instead of recognizing this failure and making any changes to our region's spending priorities, the BRTB has simply moved the goalposts for its highway safety targets. In the 2020 TIP, the highway safety target for making progress towards zero roadway deaths was 121 deaths by 2030. In the draft 2025 TIP, the 2030 goal is now 211 deaths.



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Sadly and ironically, this latest goal is higher than the actual number of roadway fatalities recorded in 2019. Whether we live in Baltimore City, Annapolis, Columbia, or Bel Air, every resident of this region deserves to get around safely, reliably, and affordably. The spending priorities of our regional and state leaders representing the BRTB play a key role in making that happen. But the Maryland Department of Transportation and local governments continue to overwhelmingly spend residents' tax dollars on expanding roads and widening highways. This type of wasteful spending has been proven to actually increase traffic and have negative impacts on air pollution, water quality, and public health. Once again, we call on the BRTB to shift its spending priorities away from bigger roads and toward accessible sidewalks, crosswalks, bike paths, and high-quality public transit that helps increase access and safety for all.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

The BRTB is committed to eliminating fatalities and serious injuries from traffic crashes and maintains a vision of a safe transportation network for all users. In the current Long Range Transportation Plan (LRTP), the weight of a project's safety impact was increased and that has a direct effect on the projects in the TIP. The BRTB has always agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019, that methodology was changed for state plans, such as the 2021-2025 Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP). The BRTB again committed to using the state's approach, so the goals and targets changed due to a new statistical method. While the figures have changed, the BRTB is not advocating 'moving the goal posts' but incorporating a realistic and attainable approach. During the COVID pandemic, fatalities and serious injuries increased very significantly in 2020 and 2021. That anomaly moved the baseline and the BRTB is implementing several projects to try to reverse that trend, such as supporting Local SHSPs and the Look Alive campaign.

Thank you again for your comment.

47. Anonymous Postcard

Dear BRTB, as a carless Baltimorean, I would like to see the BRTB submit more public transit projects to yourself, so more can be funded. Additionally, please work to lower the pedestrian death goal from the 2025 goal – we want to reduce deaths, not improve statistics.



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BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistically possible. The vision is not to improve statistics, but to save lives.

Thank you again for your comment.

48. Anonymous Postcard

I feel it is an extreme disservice in a city where there is such a focus on the driver and death rates we have such a poor goal in relation to protecting pedestrians on roads. To reduce to intended goal because the previous ones were not met is deplorable.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.

Thank you again for your comment.

49. Anonymous Postcard

I am a Baltimore City resident who owns a car but primarily walks & uses transit due to disability. The TIP is a good start but the state & its agencies need to submit & prioritize transit capacity expansions, not just halfheartedly maintain the status quo. Road deaths are out of control – we cannot pay for our transport system with the blood of our residents.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

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The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.



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Thank you again for your comment.

50. Anonymous Postcard

Having a goal of 200+ pedestrian deaths is frankly heartless. These are real people with families; wives, husbands, daughters, sons, sisters, brothers. Imagine someone you love grouped into that new higher 200+ goal and you all beating that goal and celebrating because we “beat” this fake goal. You all need to stop moving the goal posts and expand roadway redesign projects to create real change.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes that every life lost and affected by traffic crashes is valuable and continues to strive for a vision of zero fatalities and serious injuries. Unfortunately, a significant increase in fatalities and serious injuries was seen during the COVID pandemic. With that unexpected change in trends and an updated statistical method for setting goals and targets used by the state, the regional calculations were affected by that higher baseline resulting in a higher future target and goal. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

51. Anonymous Postcard

First off, there are not nearly enough transit capacity projects planned for our region. Our entire region requires transit capacity improvements, not just one corridor. Second, I think it is a bit absurd that the goal for roadway fatalities is higher than the number of fatalities in 2019. We should be trying to move forward, not backward.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Unfortunately, the region saw a significant increase in fatalities and serious injuries during the COVID pandemic, notably in 2020 and 2021. With that unexpected change in trends, the goal and target calculation was affected by that higher baseline resulting in a higher future target and goal. The vision remains zero fatalities and zero serious injuries.

Thank you again for your comment.

52. Anonymous Postcard

Hi! I work at a school in Baltimore County and we love the new bike rack that was installed last year. However, a big concern is maintaining a safe environment for our students and community members to walk and bike around. Please reconsider a more rigorous goal in reducing bike/pedestrian deaths and injuries!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistic and based on data so that any progress can be evaluated. Additionally safety is considered during planning, engineering and construction – even during maintenance projects. There are also technology options in addition to trying to educate the public through a variety of means. There is funding through the Safe Routes to School program that your school can talk to the County about.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

53. Anonymous Postcard

We need to actually reduce road deaths. Not move the goal posts. Same with reducing bike/ped deaths and injuries!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that we must reduce and eliminate road deaths and serious injuries. The goals and targets are meant to be realistically achievable in the timeframe given, so goals are updated every five years and targets are updated annually to account for changes in the transportation environment.

Thank you again for your comment.

54. Joshua Spokes

Again, any assessment of how air quality may improve due to reductions in congestion are folly compared with increases in how much more people will drive thanks to expanded highway capacity. Maryland must reverse course on its planned highway expansions.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The emissions for the invested projects are modeled, based on a variety of factors. The modeling results show that the projects in the plan do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. This happens because of more stringent emission regulations for car manufacturers in the State, and more efficient vehicles. At the State level, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035. So, if there is an increase in vehicle miles traveled as a whole, emissions should decrease because of state regulations to reduce them.

Thank you again for your comment.

55. Josh Black

Highway expansions will bring in pollution; be it engine emissions or rubber particulates from tire wear. We should be expanding bike, pedestrian, and transit infrastructure. We should be using MARC as regional rail with frequent service.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

56. Matt Oberdier

Induced demand brought about by expanding or disproportionately re-investing in single occupancy travel exacerbates air quality, and the report does not take this into account.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act, as amended in 1990, requires MPOs for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA).

Thank you again for your comment.

57. Michael Starnes

EVs are going to generate a much higher amount of particulate emission per mile of road driven(they are heavier and tear up tireS) so having a transit plan mostly built around increasing investments in highways even though we know there are negative health impacts from driving and driving particulates (they can go into a fetus/cross the blood brain barrier/end up in your heart) so it is actively harmful to invest more in infrastructure to help more people drive more miles.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality assessment documents the emissions analysis and methodology as federally required. The analysis focuses on tailpipe emissions from cars and trucks, which contribute to ozone pollution. We agree that particulate matter is a public health concern. Fortunately, there are regulations at the federal and state level to help reduce emissions. Currently most of the particulate matter reduction comes from closing coal fired power plants. The Baltimore region is in attainment of the national standard for particulate matter, so it does not have to be included in the emission analysis for projects in the TIP. This issue is being discussed since state legislation prohibits any new transit vehicles from being internal combustion engine and automobiles are transitioning as well. The BRTB will pursue this topic with the FHWA and EPA to better understand what is happening in practice.

Thank you again for your comment.

58. B Christen

Subsidizing highway expansion runs counter to working toward better air quality, which will contribute to better public health. Time and again, studies show that no matter how many lanes you add to a highway, they are just going to be filled with more traffic. It doesn't solve higher goals to protect and care for the environment when such plans create a vicious cycle of pollution and more traffic.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Reducing emissions and improving air quality is a holistic effort among all industries. The air quality conformity determination report focuses only on the on-road mobile source emissions that contribute to ozone pollution. The Baltimore Region is in a nonattainment



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

area for ozone, and MPOs are federally required under the Clean Air Act to demonstrate conformity with the State air quality implementation plan. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

59. Neville Fernandes

EV's will not save us. Sure, they will reduce tailpipe emissions but they will be a massive drag on maintenance with their excessive weight wearing out road infrastructure. Expanding highways is not the answer. Expanding transit to connect intercity and intracity align with walking and biking is the only way to improve air quality.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. One example is the red line project in Baltimore City. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

60. Hellen Swanson

Giving Marylanders a reason to like living here with efficient, thoughtful, community oriented transportation options, and including high speed rail, would both reduce emissions and make people happier. Less pollution and spending less time on the road is what our goal should be.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

61. Ellen Worthing

The particulate matter from all these highways makes me cough. Please stop building roads.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. We agree that pollution from our roadways is a concern. Climate change is exacerbating conditions, and increasing particulate matter pollution. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality. Greenhouse gas emission reductions are proposed for different sectors including buildings, energy, and transportation. The Advanced Clean Cars II regulation will require manufacturers in Maryland to sell 100% zero emission vehicles by 2035. There are some promising regulations happening now and on the horizon to help improve air quality in Maryland.

Thank you again for your comment.

62. Chris Boyle

Widening highways is in noway going to make air quality better.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act requires Metropolitan Planning Organizations for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA). The Baltimore Regional Transportation Board does not model emissions for specific projects, but as a region, the emission analysis results are showing pollution levels below the federally approved allowable limits, or budgets.

Thank you again for your comment.

63. Daniel Paschall

For the Baltimore Penn Station Multimodal Investments project, please include an upgraded Jones Falls Trail / East Coast Greenway segment with fully traffic-separated, raised crosswalks, protected intersections, floating bus islands as needed along with any other transit access upgrades, and wayfinding to nearby destinations around the city and trail network.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design for the Jones Falls Gateway.

Thank you again for your comment.

64. Robert Reuter

Do it over again and this time listen to the comments and input of the citizens.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

65. Danielle Wilson

Listen to the communities that are disadvantaged or disenfranchised by the improvements. The impacts during construction are heavily felt on bus dependent neighborhoods.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. If there are specific projects that you are referring to it would be helpful to know. That way we can ask project sponsors to meet with the impacted communities.

Thank you again for your comment.

66. Joe Swanson

Expand highways

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

67. Michael Shank

Please take global warming and other negative externalities from car dependency seriously.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes global warming and realize climate change threatens to upend many of the core assumptions about climate that local departments of public works (DPWs) and departments of transportation (DOTs) rely on to plan, design, and operate infrastructure, and to provide service to your communities. To support local climate adaptation planning, the BRTB funded development of a [Resource Guide and Toolkit](#) that is intended to help local DPWs and DOTs across the Baltimore region develop a shared understanding of expected changes in climate, the primary expected impacts on infrastructure service areas, and the options available to build a more resilient community. In addition the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.



SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2025-2028 Transportation Improvement Program and Air Quality Assessment

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

68. Jon Eichel

What a joke!!! Look a google maps the 2 biggest back ups are the Baltimore tunnels and the bay bridge!!

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

69. Hellen Swanson

Maglev for Baltimore! Connect to D.C. and New York.

BRTB response: Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) have prepared a Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport. The FRA paused the Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project to review project elements and determine the next steps.

Thank you again for your comment.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-3**

**APPROVAL OF THE BALTIMORE REGION 2025 – 2028 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) AND THE ASSOCIATED CONFORMITY
DETERMINATION OF THE 2025-2028 TIP AND RESILIENCE 2050**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Infrastructure and Investment Jobs Act (IIJA) to complete a long-range transportation plan and transportation improvement program at least every four years for the Baltimore region; and

WHEREAS, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council staff to ensure its compliance with IIJA requirements and documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *Federal Register*); and

WHEREAS, development of the long-range transportation plan results from a continuous, cooperative and comprehensive planning process and considers and integrates as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations; and

WHEREAS, the FY 2025-2028 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using available revenue sources; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with the State Implementation Plan (SIP); and

WHEREAS, the conformity analysis as reported in the “Conformity Determination of *Resilience 2050* and the *2025 - 2028 Transportation Improvement Program*,” dated May 2024, provides the basis for a finding of conformity to 8-hour ozone National Ambient Air Quality Standards (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emission budgets as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008 and 2015. (Attachment 1: Tables 1 and 2); and

WHEREAS, opportunities for public comment were provided – including a 30-day public comment period, two virtual public meetings, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group and Technical Committee – with respect to the Draft 2025 – 2028 TIP - and the methodology and results of the conformity analysis – and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

WHEREAS, a range of outreach strategies was employed to share information about the 2025 – 2028 TIP and the Conformity Determination supported by opportunities for public comment, including two virtual meetings, and informational on-demand multimedia presentations. A 30-day review was offered and numerous public comments were considered by the BRTB.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the *2025 – 2028 Transportation Improvement Program (TIP)* and the associated *Conformity Determination of Resilience 2050 and the TIP*.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 23, 2024 meeting.

07/23/2024



Date

Anthony Russell, Chair
Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2023	2025	2035	2045	2050
Total Emissions	16.986	15.232	10.047	9.261	9.259
Conformity Budget¹	40.2	40.2	40.2	40.2	40.2
Conformity Result	PASS	PASS	PASS	PASS	PASS

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 2. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2023	2025	2035	2045	2050
Total Emissions	30.551	25.433	17.586	17.514	18.132
Conformity Budget¹	93.5	93.5	93.5	93.5	93.5
Conformity Result	PASS	PASS	PASS	PASS	PASS

¹ 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Continuing, cooperative and comprehensive	MDOT	Maryland Department of Transportation
ACS	American Community Survey	MDTA	Maryland Transportation Authority
ADA	Americans with Disabilities Act of 1990	MPA	Maryland Port Administration
BMC	Baltimore Metropolitan Council	MPO	Metropolitan Planning Organization
BRTB	Baltimore Regional Transportation Board	MTA	Maryland Transit Administration
CAAA	Clean Air Act Amendments of 1990	NAAQS	National Ambient Air Quality Standards
CFR	Congressional Federal Register	NBI	National Bridge Inventory
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMAQ	Congestion Mitigation and Air Quality	NHPP	National Highway Performance Program
CMP	Congestion Management Process	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DBE	Disadvantaged Business Enterprise	NPMRDS	National Performance Management Research Data Set
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PAC	Public Advisory Committee
EPA	Environmental Protection Agency	PBPP	Performance Based Planning and Programming
ERS	Emission Reduction Strategy	PHED	Peak-hour Excessive Delay
FARS	Fatality Analysis Reporting System	PM2.5	Particles smaller than 2.5 micrometers
FAST	Fixing America's Surface Transportation	POP	Program of Projects
FHTF	Federal Highway Trust Fund	RIPD	Regional and Intermodal Planning Division
FHWA	Federal Highway Administration	ROW	Right-of-Way
FTA	Federal Transit Administration	SHA	State Highway Administration
HHS	U.S. Department of Health & Human Services	SIP	State Implementation Plan
HSIP	Highway Safety Improvement Program	STIP	State Transportation Improvement Program
ICG	Interagency Consultation Group	SOV	Single Occupancy Vehicle
IJA	Infrastructure Investment and Jobs Act	TAM	Transit Asset Management
IRI	International Roughness Index	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation Systems	TERM	Transit Economic Requirements Model
LOTTR	Level of Travel Time Reliability	TIP	Transportation Improvement Program
L RTP	Long-range Transportation Plan	TTTR	Truck Travel Time Reliability
M&O	Management and Operations	TZD	Toward Zero Deaths
MAA	Maryland Aviation Administration	ULB	Useful Life Benchmarks
MAP-21	Moving Ahead for Progress in the 21st Century	USC	United States Code
MARC	Maryland Commuter Rail	VOC	Volatile Organic Compounds
MD-JARC	Maryland Job Access Reverse Commute Program	WMATA	Washington Metropolitan Area Transit Authority
MDE	Maryland Department of the Environment	-	

APPENDIX J

PROPOSED CONGRESSIONALLY DESIGNATED PROJECTS

City of Annapolis	
PROJECT NAME	2024 AMOUNT
Annapolis City Dock Resilience	\$1,383,069 (received)
Anne Arundel County	
PROJECT NAME	2024 AMOUNT
Crownsville Hospital Memorial Park Trails and Open Space	\$4,116,279 (received)
MD 214 Construction	\$500,000 (received)
Transit Operation Facility	\$500,000 (received)
Baltimore City	
PROJECT NAME	2024 AMOUNT
Baltimore Franklin-Mulberry Corridor – Reconnecting Communities	\$500,000 (received)
Revitalize Hanover Street: Bridging Futures, Transforming South Baltimore Neighborhoods	\$3,000,000 (requested)
Leveraging Neighborhood Mobility	\$500,000 (received)
Baltimore County	
PROJECT NAME	2024 AMOUNT
Road to Freedom Trail	\$500,000 (received)
Oregon Ridge Master Plan Implementation – Trails	\$3,000,000 (requested)
Carroll County	
PROJECT NAME	2024 AMOUNT
N/A	
Harford County	
PROJECT NAME	2024 AMOUNT
N/A	
Howard County	
PROJECT NAME	2024 AMOUNT
Dobbin Road Shared Use Pathway	\$1,000,000 (received)
Queen Anne’s County	
PROJECT NAME	2024 AMOUNT
N/A	

Maryland Department of Transportation – Maryland Aviation Administration	
PROJECT NAME	2024 AMOUNT
N/A	
Maryland Department of Transportation – Maryland Transportation Authority	
PROJECT NAME	2024 AMOUNT
N/A	
Maryland Department of Transportation – Maryland Transit Administration	
PROJECT NAME	2024 AMOUNT
N/A	
Maryland Department of Transportation – Maryland State Highway Administration	
PROJECT NAME	2024 AMOUNT
Patapsco Pedestrian/Bicycle Bridge – Phase 1	\$5,000,000 (received)

These projects could be included in the adopted transportation plan if additional funds beyond the reasonably anticipated financial resources identified in the plan become available.

Anne Arundel County

11-2502-55 - Odenton MARC TOD	117
11-2501-05 - EV Charging Stations and Other Green Technology	119
11-1801-42 - Hanover Road Corridor Improvement	122
11-1103-13 - Furnace Avenue Bridge over Deep Run	124
11-1402-13 - Magothy Bridge Road Bridge over Magothy River	126
11-1403-13 - O'Connor Road Bridge over Deep Run	128
11-1601-19 - McKendree Road Culvert over Lyons Creek	130
11-1602-13 - Polling House Road Bridge over Rock Branch	132
11-2105-13 - Hanover Road Bridge over Deep Run	134
11-2106-13 - Conway Road Bridge over Little Patuxent River	136
11-2107-13 - Jacobs Road Bridge over Severn Run	138
11-2401-13 - Culvert Invert Paving	140
11-2402-13 - Town Center Boulevard Bridge over tributary of Severn Run	142
11-2403-13 - Patuxent Road Bridge over Little Patuxent River	144
11-2404-13 - Governor's Bridge Road Bridge over Patuxent River	146
11-2101-66 - Parole Transportation Center	148

Baltimore City

12-2301-39 - Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	150
12-2303-25 - Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	152
12-2505-39 - 2022 Pedestrian & Roadway Safety Improvements	154
12-2506-39 - 2023 Pedestrian & Roadway Safety Improvements	156
12-1218-07 - Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	158

12-1701-04 - Transportation Management Center Upgrade	160
12-2102-03 - Greenway Middle Branch Phase 2	162
12-2304-07 - Communication Upgrades - Wireless	164
12-2406-03 - Baltimore City Greenway Trail Network - Eastern Segment	166
12-1215-13 - Perring Parkway Ramp and Hillen Road Bridge	168
12-1216-13 - Sisson Street Bridge over CSX Railroad	170
12-1403-13 - Wilkens Avenue Bridge Over Gwynns Falls	172
12-1404-11 - Belair Road Complete Streets	174
12-1601-13 - Orleans Street Bridge over I-83 and City Streets	176
12-1602-13 - Remington Avenue Bridge over Stony Run	178
12-1603-13 - Moores Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moores Run)	180
12-1604-13 - I-83 Concrete Deck Mill and Resurface	182
12-1605-13 - Moravia Road Ramp Bridge over Pulaski Highway	184
12-1609-13 - SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	186
12-1801-13 - Monroe Street Ramp over CSX and Russell Street over CSX	188
12-2001-11 - 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	190
12-2002-13 - 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	192
12-2003-19 - Citywide Asset Management	194
12-2005-13 - Brehms Lane over Herring Run	196
12-2007-11 - Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	198
12-2008-13 - Hanover Street Over CSX	200
12-2009-13 - Howard Street over I-83, CSX, Amtrak, and Jones Falls	202
12-2010-11 - Madison Street Rehabilitation from North Milton Avenue to Edison Highway	204

12-2011-11 - Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	206
12-2012-11 - West Patapsco Avenue from Magnolia Avenue to Potee Street	208
12-2013-11 - Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	210
12-2015-13 - Waterview Avenue over Ramp to 295	212
12-2302-11 - Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	214
12-2401-03 - W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	216
12-2402-11 - Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	218
12-2403-11 - 25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	220
12-2404-11 - Johnston Square Improvements	222
12-2405-11 - Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	224
12-2501-11 - Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	226
12-2502-11 - Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	228
12-2503-13 - Russell Street Viaduct Bridge Replacement	230
12-2504-13 - Kelly Avenue Bridge Replacement	232
12-9903-13 - Hawkins Point Bridge over CSX Railroad	234
Baltimore County	
13-0001-13 - Dogwood Road Bridge No. B-0072 Over Dogwood Run	236
13-0803-13 - Mohrs Lane Bridge No. B-0143 over CSX Railroad	238
13-1012-13 - Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	240
13-1105-13 - Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	242
13-1107-13 - Piney Grove Road Bridge No. B-0140 over CSX railroad	244
13-1108-13 - Peninsula Expressway Bridge No. B-0119 over CSX Railroad	246
13-1208-13 - Golden Ring Road Bridge No. B-0110 over Stemmers Run	248

13-1701-13 - Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	250
13-8901-14 - Bridge Inspection Program	252
Carroll County	
14-1103-13 - Stone Chapel Road Bridge over Little Pipe Creek	254
14-1602-13 - Gaither Road Bridge over South Branch Patapsco River	256
14-1603-13 - McKinstrys Mill Road Bridge over Sam's Creek	258
14-1802-13 - Hughes Shop Road Bridge over Bear Branch	260
14-2101-13 - Old Kays Mill Road Culvert over Beaver Run	262
14-2102-13 - Brown Road Culvert over Roaring Run	264
14-2103-13 - McKinstrys Mill Road over Little Pipe Creek	266
14-2201-13 - Patapsco Road Bridge over East Branch Patapsco River	268
14-2501-13 - Woodbine Road over South Branch Patapsco River	270
14-9401-14 - Bridge Inspection Program	272
Harford County	
15-2405-55 - Aberdeen Transit Oriented Development Station Square Project	274
15-2403-14 - Woodley Road Extension to MD 715	276
15-2502-14 - Perryman Access - Mitchell Lane	278
15-1001-13 - Abingdon Road Bridge #169 over CSX Railroad	280
15-1601-13 - Glenville Road Bridge #30 over Mill Brook	282
15-2001-13 - Grier Nursery Road Bridge #43 over Deer Creek	284
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