

# 2025-2028 Transportation Improvement Program Amendments And Administrative Modifications



Project Information	About the Amendment/Administrative Modification
<p><b>Reisterstown Plaza Metro Station – Multimodal Access</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> January 14, 2025</p> <p><b>TID ID</b> 43-2501-64</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add the Reisterstown Plaza Metro Station - Multi-Modal Access project. The amendment will add a \$4.691M RAISE discretionary grant for planning, engineering, right-of-way, and construction in FYs 2025-2028. The total project cost is \$4.96M.</p> <p><b>Project Description</b> The project is a Preliminary Design &amp; Environmental (PD&amp;E) study for the Reisterstown Plaza Metro Station Transit Oriented Development (TOD). The study will also include Complete Streets and accessibility improvements between the station, the proposed TOD, and existing facilities. This project is located in a Historically Disadvantaged Community as designated by USDOT.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Areawide Carbon Reduction Program</b></p> <p><b>Project Sponsor</b> MDOT SHA</p> <p><b>Date of BRTB Approval</b> January 14, 2025</p> <p><b>TID ID</b> 60-2501-09</p>	<p><b>Purpose of Amendment</b> This amendment adds a new project to the FY 2025-2028 TIP. The Areawide Carbon Reduction Program project will add \$21.95M (\$17.56M federal/\$4.39M state match) in Carbon Reduction Program formula funds for planning, engineering, right-of-way, and construction in FYs 2025-2028. The total project cost is \$21.95M.</p> <p><b>Project Description</b> Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Ridesharing – Baltimore Region</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 31, 2024</p> <p><b>TID ID</b> 40-9901-01</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$668,000 in federal CMAQ funds for construction in FY 2025. This increase supports ridesharing services in the Baltimore Region after the collapse of the Francis Scott Key Bridge, including the Guaranteed Ride Home program. The total cost increases to \$3.285M.</p> <p><b>Project Description</b> 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><b>Conformity Status:</b> Exempt</p>
<p><b>Low Floor Light Rail Fleet Transition</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-2504-63</p>	<p><b>Purpose of Amendment</b> This amendment will add a project to the FY 2025-2028 TIP. This project is funded primarily by a Rail Vehicle Replacement federal award for the purchase of new vehicles and other improvements. The amendment adds \$285M (\$228M federal/\$57M state match) for planning, engineering, and construction. The total project cost is \$285.7M.</p> <p><b>Project Description</b> The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements, signal upgrades, positive train control, and traction power substation upgrades to accommodate the new vehicles.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Martin Airport – All Stations Accessibility Program</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 73-2401-64</p>	<p><b>Purpose of Amendment</b> This amendment will modify the project to add \$4.456M (\$3.555M federal/\$.901M state) in All Stations Accessibility Program (ASAP) grant funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for engineering in FY 2025. This amendment adds funds in their year of obligation. The estimated total project cost increases to \$8.911M.</p> <p><b>Project Description</b> 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><b>Conformity Status:</b> Exempt</p>
<p><b>Bus and Rail Preventive Maintenance</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-1204-64</p>	<p><b>Purpose of Amendment</b> This amendment will modify the project to add \$24.25M (\$13.4M federal/\$3.36M state) in Section 5307 (Urbanized Area Formula) funds and \$30.935M (\$24.748M federal/\$6.187M state) in Section 5337 (State of Good Repair Formula) funds in FY 2025 to obligate preventive maintenance grants received in previous fiscal years. The total project cost increases to \$243.3M.</p> <p><b>Project Description</b> This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Small Urban Transit Systems – Capital Assistance</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-9502-05</p>	<p><b>Purpose of Amendment</b> This amendment will modify the project to add \$3.37M (\$2.7M federal/\$674K state matching) in 5339 funds for other funds in FY 2025. Revisions to the project description were also made to include Baltimore County and Baltimore City in the list of urban transit systems. The revised total project cost increases to \$4.97M.</p> <p><b>Project Description</b> 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, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 3 small cutaway bus expansions, 3 minivan expansions, 3 heavy-duty bus replacements, and continued preventative maintenance.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Metro and Light Rail System Preservation and Improvement</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-1805-64</p>	<p><b>Purpose of Amendment</b> This amendment will modify the project to add \$39.76M (\$31.8M federal/\$7.95M state) in Section 5307 (Urbanized Area Formula) funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for construction in FY 2025. This amendment shifts funds to reflect the year of obligation of funds. Revisions to the project description were also made to accurately describe project activity. The revised total project cost increases to \$148.15M.</p> <p><b>Project Description</b> This amendment will modify the project to add \$39.76M (\$31.8M federal/\$7.95M state) in Section 5307 (Urbanized Area Formula) funds and \$5.86M (\$4.687M federal/\$1.173M state) in Section 5337 (State of Good Repair Formula) funds for construction in FY 2025. This amendment shifts funds to reflect the year of obligation of funds. Revisions to the project description were also made to accurately describe project activity. The revised total project cost increases to \$148.15M.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Metro and Light Rail Rolling Stock Overhaul and Replacement</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-1804-63</p>	<p><b>Purpose of Amendment</b> This amendment will modify the project to add \$29.5M (\$23.6M federal/\$5.9M state) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025 to reflect the year of obligation of funds. The total project cost increases to \$116.8M.</p> <p><b>Project Description</b> Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, 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. The Metro cars were designed with a 30-year life and are due for replacement. 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/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 \$106 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>
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<p><b>Kirk Bus Facility Replacement – Phase 1 &amp; 2</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 40-1203-65</p>	<p><b>Purpose of Amendment</b> This amendment reinserts a project to the FY 2025-2028 TIP that was shown in previous TIPs. This amendment will add \$4.928 (\$3.942M federal/\$.986M matching) of Section 5307 (Urbanized Area Formula) funds for construction in FY 2025. This amendment shifts funds from previous years to ensure there are federal funds in the year of obligation. The total project cost increases to \$168.1M.</p> <p><b>Project Description</b> Approximately 163 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 similar building to store buses overnight.</p> <p>In addition to the matching funds listed, MTA has committed \$1.207 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>I-95 JFK Memorial Highway – I-695 Ramps</b></p> <p><b>Project Sponsor</b> Maryland Transportation Authority</p> <p><b>Date of BRTB Approval</b> December 17, 2024</p> <p><b>TID ID</b> 23-2501-45</p>	<p><b>Purpose of Amendment</b> This amendment will add a new project to the FY 2025-2028 TIP. This project is a breakout of a previous project that will now stand alone. This project is a breakout of the I-95 Express Toll Lanes project (TIP ID 25-1801-41). The amendment uses toll revenue to add \$73.3M in FY 2026-2028 for construction and \$2.225M in FY 2025-2026 for engineering and construction. The total project cost is \$75.6M.</p> <p><b>Project Description</b> Construction of two I-95 Section 100 Express Toll Lane Ramps from I-695 Eastbound and Westbound to I-95 Northbound Express Toll Lanes.</p> <p><b>Conformity Status:</b> Not Exempt</p>

<p><b>MD 22: MD 462 to Mount Royal Avenue Noise Abatement</b></p> <p><b>Project Sponsor</b> MDOT SHA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 65-2301-31</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$166,000 in STBG funds (\$150,000 federal/\$16,000 state) for right-of-way in FY 2025-2028 and \$328,000 in NHPP funds (\$256,000 federal/\$72,000 state) in FY 2025-2026 for engineering. Changes are necessary to mitigate impacts from previous BRAC projects. The total project cost increases to \$6.377 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>National Electric Vehicle Infrastructure (NEVI)</b></p> <p><b>Project Sponsor</b> MDOT SHA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-2401-09</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1.915 million in NEVI funds (\$1.639M federal/\$0.276M state) for engineering in FY 2025 and FY 2026 and construction in FY 2025-28, as well as \$38,000 in STBG funds (\$28,000 federal/\$10,000 state) for engineering. This modification is necessary to add funding for Phase 2 of the NEVI program. The estimated total project cost increases to \$31.052 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Areawide Transportation Alternatives Projects</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9903-29</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1.0 million in TAP funds (\$0.8M federal/\$0.2M state) in FY 2025 and FY 2026 for engineering and construction. This funding increase is necessary to accommodate committed transportation alternatives projects in FY 2025 and FY 2026. The total project cost increases to \$39.6 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Areawide Urban Reconstruction</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9511-19</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification shifts \$1.63 million in existing NHPP and STBG funds for engineering in FY 2025-28 to the HSIP fund to ensure HSIP eligible funds are available for the areawide program. This funding shift will specifically accommodate the design phase of an urban reconstruction project on US 1 from the Baltimore City Line to I-695 in Baltimore County. The total project cost stays the same at \$13.37 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>



<p><b>Areawide Safety and Spot Improvements</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9508-19</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1.0 million in NHPP funds (\$0.8M federal/\$0.2M state) in FY 2025 and FY 2026 for planning and construction. This funding increase is necessary to accommodate committed safety and spot improvement projects. The total project cost increases to \$266.7 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Areawide Environmental Projects</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9506-38</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$3.9 million in STBG funds (\$3.12M federal/\$0.78M state) in FY 2025 and FY 2026 for planning and engineering. This funding increase is necessary to accommodate committed environmental projects. The total project cost increases to \$101.6 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Areawide Congestion Management</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9504-04</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1.6 million in NHPP funds (\$1.28M federal/\$0.32M state) in FY 2025 and FY 2026 for planning and \$2.2 million in STBG funds (\$1.76M federal/\$0.44M state) in other funds in FY 2025. This funding increase is necessary to accommodate committed congestion management projects. The total project cost increases to \$112.225 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Areawide Resurfacing and Rehabilitation</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 60-9501-11</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$200,000 in STBG funds (\$160,000 federal/\$40,000 state) in FY 2025 and FY 2026 for right-of-way and \$7,000,000 in PROTECT funds (\$5.6M federal/\$1.4M state) for engineering and construction in FYs 2025-28. This funding increase is necessary to accommodate committed resurfacing and rehabilitation projects. The estimated total project cost increases to \$458.7 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>MARC Rolling Stock Overhauls and Replacement</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 70-1501-53</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1 million in community project funding (earmark) with a \$250,000 state match for construction in FY 2025. This funding will assist with the purchase and retrofit of two new MARC locomotives. The total cost increases to \$56.96 million.</p> <p><b>Project Description</b> 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 \$19.9 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Zero Emission Infrastructure and Rolling Stock</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 40-2302-63</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$2.379 million in 5307 funds (\$1.9M federal/\$0.476M state) in FY 2025 for construction. This funding supports the purchase of six ChargePoint chargers as well as retrofitting the Kirk and Northwest Division to support electric buses. The total project cost increases to \$91.5 million.</p> <p><b>Project Description</b> The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate &amp; maintain new electric charging infrastructure for both Kirk (100% bus fleet) &amp; Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning and operations and management for civil works; provide ongoing services so that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning 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. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Agencywide System Preservation and Improvement</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 40-1801-64</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$12.51 million in 5307 funds (\$10.01M federal/\$2.5M state) and \$804,000 in 5337 funds (\$643K federal/\$161K state) for construction in FY 2025. This funding will cover roof replacements, migration to MD First 700mhz, and rehabilitation and replacement of elevators throughout the system. The total cost increases to \$84.569 million.</p> <p><b>Project Description</b> 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.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>I-95 Express Toll Lanes Northbound Extension</b></p> <p><b>Project Sponsor</b> Maryland Transportation Authority</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 25-1801-41</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification alters the text of the project description to narrow project scope and remove “ramps from I-695 (WB &amp; EB) to NB ETL”, as this is now breakout project 23-2501-43. No funding changes are reflected in the modification due to the I-695 ramps not previously having funding in the 2025-2028 funding cycle.</p> <p><b>Project Description</b> 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; 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.</p> <p><b>Conformity Status:</b> Not Exempt</p>

<p><b>Northern Parkway at Falls Road Traffic Safety Multimodal Facility Improvements</b></p> <p><b>Project Sponsor</b> Baltimore City</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 12-2301-39</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification edits the project title and description to reflect feedback from public engagement activities to restructure the project into two phases. There are no changes to the project's funding.</p> <p><b>Project Description</b> Northern Parkway at Falls Road experiences a high number of crashes and is a high-volume roadway. Phase I of this project entails the evaluation, design, and construction of traffic safety and operational improvements at this intersection and the I-83 entrance and exit ramps immediately west of the intersection. Phase II entails evaluation, design, and construction of Complete Streets and other improvements for the Falls Road corridor to create a multi-modal environment that improves access and safety for all roadway users.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Perring Parkway Ramp and Hillen Road Bridge</b></p> <p><b>Project Sponsor</b> Baltimore City</p> <p><b>Date of Executive Committee Approval</b> December 3, 2024</p> <p><b>TID ID</b> 12-1215-13</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$325,000 in STBG funds (\$260,000 federal/\$65,000 state) in FY 2025 for engineering. This funding will support final design and advertisement for construction. The total project cost increases to \$7.325 million.</p> <p><b>Project Description</b> This project includes replacement of the Perring Parkway ramp over Herring Run.</p> <p>Engineering for this project was originally authorized in FY 2016.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Maryland Equitable Charging Infrastructure Partnership (MECIP)</b></p> <p><b>Project Sponsor</b> Other</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 00-2501-09</p>	<p><b>Purpose of Amendment</b> This amendment will add a new project to the FY 2025-2028 TIP, the Maryland Equitable Charging Infrastructure Partnership. This project will install 15 EV chargers in the Baltimore area, owned and operated by private partners with locations approved by the FHWA. The total estimated cost is \$4.836 million.</p> <p><b>Project Description</b> This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel Corridors in the Baltimore Region.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Vision Zero Pedestrian and Bicycle Count Program</b></p> <p><b>Project Sponsor</b> Anne Arundel County</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 11-2503-39</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add the Vision Zero Pedestrian and Bicycle Count Program project. This amendment will add \$75,000 (\$67,500 federal/\$7,500 matching) in other funds for procurement in FY 2025. The total estimated cost is \$75,000.</p> <p><b>Project Description</b> Anne Arundel County is establishing a counting program for pedestrians and bicyclists. Anne Arundel County adopted Vision Zero by Executive Order in 2022. To implement the action plan, the County is purchasing permanent and portable units to count pedestrians and bicyclists at intersections where trails cross roads with higher volumes of vehicular traffic. The counters can also be used to identify changes in volumes of pedestrian and bicycle use after a facility has been installed to determine if countermeasures are necessary to prevent crashes involving pedestrians and bicyclists.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>RAISE Transit Priority Project</b></p> <p><b>Project Sponsor</b> Baltimore City</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 11-2201-64</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add a project that previously appeared in the FY 2024-2027 TIP. This amendment will add \$50.474 million (\$20.240 million federal/\$30.234 million matching) in construction funds from FY 2024 to FY 2025 and \$4.0 million (\$1.76 million federal/\$2.24 million matching) in engineering funds from FY 2024 to FY 2025. The total estimated cost is \$54.474 million.</p> <p><b>Project Description</b> 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><b>Conformity Status:</b> Exempt</p>
<p><b>Fairfield Masonville Stormwater Management Phase 1</b></p> <p><b>Project Sponsor</b> MDOT MPA</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 32-2501-81</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add the Fairfield Masonville Stormwater Management Phase 1. This amendment will add \$4.5 million (\$3.6 million federal/\$900,000 matching) in construction funds in FY 2026 and FY 2027. The total estimated cost is \$4.5 million.</p> <p><b>Project Description</b> Maryland Department of Transportation Maryland Port Administration (MDOT MPA) will Use PROTECT Formula funding to construct Phase 1 of the Fairfield Masonville Terminal Stormwater Management system. Engineering has been completed. The project will capture and convey surface runoff from the adjacent Masonville Dredged Material Containment Facility, relieve existing Fairfield Marine Terminal drain system, and provide storm drain capacity for the development of the Kurt Iron Slip and other areas at Fairfield Marine Terminal and Masonville Marine Terminal.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>MTA Cloud-Based Signal Priority</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 40-2503-63</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add the MTA Cloud-Based Signal Priority project. This amendment will add funds from the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program, with construction, engineering, and planning programmed in FY 2025. There are no matching funds. The total estimated cost is \$1.276 million.</p> <p><b>Project Description</b> The MTA Cloud-Based Signal Priority project will install cloud-based transit signal priority solutions at approximately 90 intersections on four high frequency bus lines. The project includes installation of equipment and software as well as evaluation of system performance.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Patapsco Avenue Pedestrian/Bicycle Bridge</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 42-2502-03</p>	<p><b>Purpose of Amendment</b> This amendment seeks to shift \$624,000 in Section 5307 flex funds to FY 2025 to reflect to year of obligation, with a state match of \$156,000. These funds were previously awarded to MTA in FY 2020 for this project through the TA project selection process. The project was also awarded a \$5,000,000 congressionally directed spending grant in FY 24, with plans for obligation in FY 26 as the project continues to progress with a \$1,250,000 million state match.</p> <p><b>Project Description</b> The Patapsco Avenue Pedestrian/ Bicycle Bridge project will provide a direct and safe connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.</p> <p><b>Conformity Status:</b> Exempt</p>



<p><b>US 29 BRT Stations</b></p> <p><b>Project Sponsor</b> MDOT MTA</p> <p><b>Date of BRTB Approval</b> November 19, 2024</p> <p><b>TID ID</b> 46-2501-66</p>	<p><b>Purpose of Amendment</b> This amendment to the FY 2025-2028 TIP will add the US 29 BRT Stations project. This amendment will add \$1.379 million (\$750,000 federal/\$629,000 local) in construction funds in FY 2025. The total estimated cost for the project is \$1.379 million.</p> <p><b>Project Description</b> The US 29 Bus Rapid Transit Station project will construct raised bus stop platforms at three locations in Howard County; on Maple Lawn Boulevard, Johns Hopkins Road to serve the Johns Hopkins University Applied Physics Laboratory (JHU APL) campus, and Downtown Columbia. The stations will initially serve the Flash Bus Rapid Transit service extension from Burtonsville MD to Downtown Columbia; however, the raised platforms allow Howard County to provide level boarding for other transit routes identified in previous planning studies and the Howard County Transit Development Plan. Each station will be designed to provide convenient bicycle and pedestrian access and efficient transit operations.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Aberdeen Transit Oriented Development Station Square Project</b></p> <p><b>Project Sponsor</b> Harford County</p> <p><b>Date of Executive Committee Approval</b> November 1, 2024</p> <p><b>TID ID</b> 15-2405-55</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$1M in RAISE funds (\$800,000 federal/\$200,000 matching) for engineering in FY 2025. This will support ADA improvements around the train station, upgrades to pedestrian and bicycle facilities as well as other multi-modal improvements. This RAISE grant supports part of the \$7,000,000 million total cost.</p> <p><b>Project Description</b> The Aberdeen TOD Station Square project includes: 1) demo &amp; removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway &amp; switchback, 2) construction of a new ADA compliant pedestrian underpass with terraced plazas and sidewalks, and 3) 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><b>Conformity Status:</b> Exempt</p>

<p><b>Patapsco Road Bridge over East Branch Patapsco River</b></p> <p><b>Project Sponsor</b> Carroll County</p> <p><b>Date of Executive Committee Approval</b> November 1, 2024</p> <p><b>TIP ID</b> 14-2201-13</p>	<p><b>Purpose of Administrative Modification</b> This administrative modification adds \$140,000 in STBG funds (\$112,000 federal/\$28,000 matching) for engineering in FY 2025. Funding for engineering was programmed in FY 2023, however, total engineering design costs have increased throughout the process. Additionally, construction funds are shifted from FY 2025 to FY 2026. These changes result in an overall increase in construction funding of \$140,000. The Estimated Total Cost for this project increases from \$2,381,000 to \$2,540,000 million.</p> <p><b>Project Description</b> 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 pre-stressed concrete slab bridge with two 10' travel lanes and two 2'-4" shoulders.  Engineering for this project was funded in FY 2023.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Traffic Signal and Crosswalk Improvements</b></p> <p><b>Project Sponsor</b> Howard County</p> <p><b>Date of BRTB Approval</b> October 25, 2024</p> <p><b>TIP ID</b> 16-2501-04</p>	<p><b>Purpose of Amendment</b> This amendment adds a new project to the FY 2025-2028 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$1,425,000 million (\$1,282,500 federal/\$142,500 matching) of HSIP for construction in FY 2025. Funding for this project is necessary to provide safe crossing at major intersections in Howard County.</p> <p><b>Project Description</b> This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades. The intersections include Cedar Lane and Freetown Road, Cedar Lane and Owen Brown Road, Broken Land Parkway and Cradlerock Way South, Harpers Farm Road and Beaverkill Road, Long Gate Parkway at Wheatfield Way. At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Dundalk Marine Terminal Resiliency and Flood Mitigation</b></p> <p><b>Project Sponsor</b> MDOT MPA</p> <p><b>Date of Executive Committee Approval</b> August 9, 2024</p> <p><b>TIP ID</b> 30-2101-82</p>	<p><b>Purpose of Administrative Modification</b></p> <p>This administrative modification adds \$9.602 million in BUILD funding (matching funds only) and adds \$51.795 million in PROTECT formula funding for the state of Maryland (\$41.438 million federal/\$10.359 million matching) across FYs 2025, 2026, and 2027 to reflect increased construction costs. BUILD funding is adjusted from \$61.460 million to \$19.6 million. This increase reflects federal grant funding awards and the State programming of funds. The estimated total cost for this project increases from \$61.460 million to \$71.4 million.</p> <p><b>Project Description</b></p> <p>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.</p> <p>Improvements will continue through FY 2027. Engineering has been completed. The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from backing up surface water and flooding low level areas on the terminals; and installing a new 10-foot x 5-foot concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.</p> <p><b>Conformity Status:</b> Exempt</p>
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